

Salem County Planning Board

94 MARKET STREET · SALEM, NEW JERSEY 08079

856-935-7510, Ext. 8413
Fax: 856-935-3830



John Willadsen, Chairman

Ron Rukenstein, Director

SALEM COUNTY FINAL CROSS-ACCEPTANCE REPORT

ROUND III

Prepared by:

Ron Rukenstein, PP, AICP
License #L105530

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5. PUBLIC COMMENTS

CROSS-ACCEPTANCE IN SALEM COUNTY

In June of 1992, the NJ State Planning Commission adopted the New Jersey State Development and Redevelopment Plan to guide the State's future growth. The Plan and its implementation are reviewed on a periodic basis in a process referred to as "cross-acceptance". This process, which began in April of this year, provides municipal and County officials, private organizations and the general public with the opportunity to comment and make recommendations on the State Plan and on the growth management decisions that are emerging from this cooperative effort.

A. WHAT IS THE STATE PLAN?

The State Planning Act of 1985 declared that the State of New Jersey needs sound and integrated statewide planning to:

Conserve its natural resources, revitalize its urban centers, protect the quality of its environment and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal

The Act was a response to the problems created by unmanaged, uncoordinated growth and development, including:

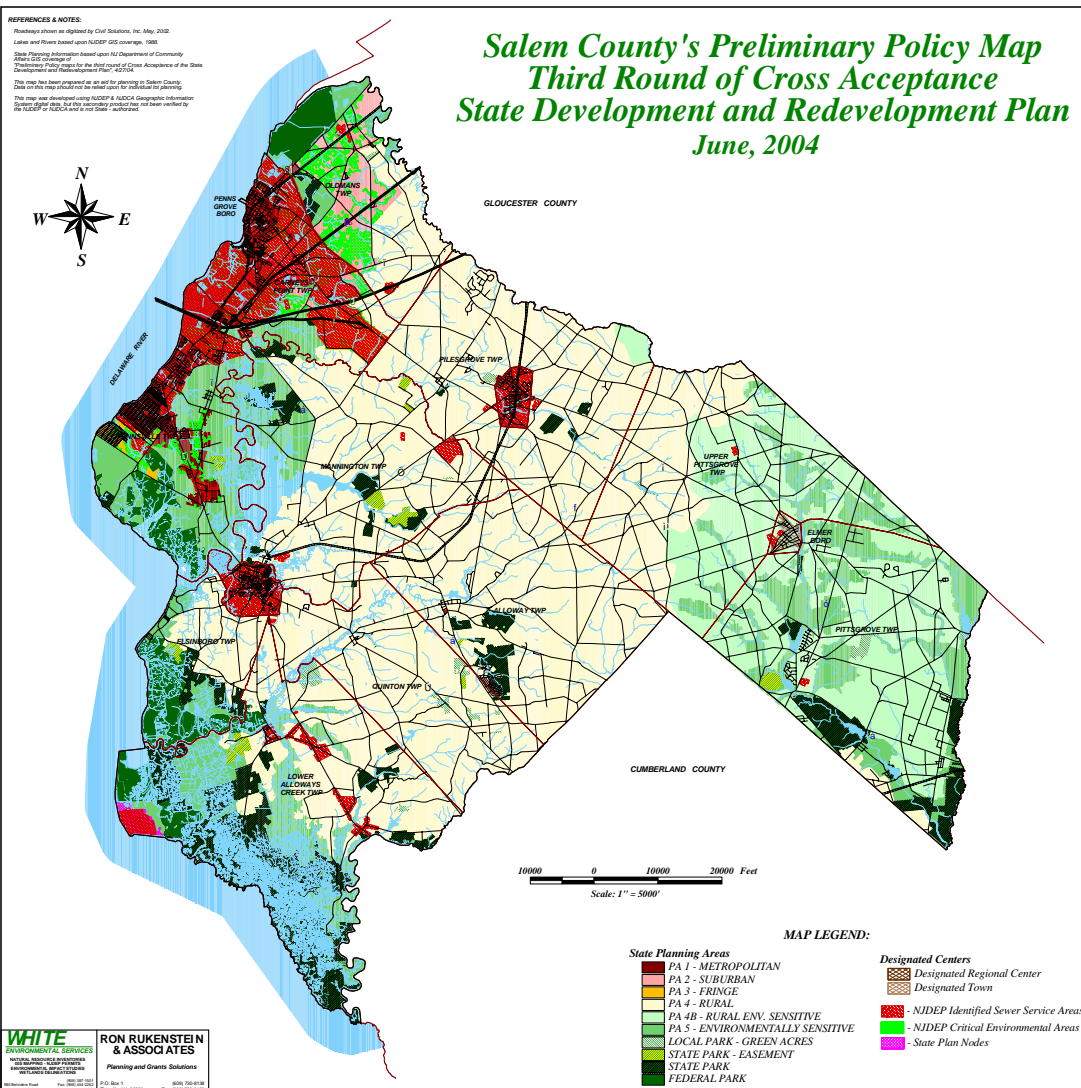
- Loss of open space and rural character
- Loss of agricultural and environmentally sensitive lands
- Pollution in rivers and lakes
- Increased cost of providing public infrastructure (public sewer, water, roads) and services, such as fire and police protection.
- Traffic congestion

The State Planning Act created the State Planning Commission (SPC) and the Office of State Planning (OSP), with the primary task of preparing a state plan – OSP was recently renamed the Office of Smart Growth. The SPC consists of seven state agencies and 10 municipal, county, and public representatives. In 1992, the State, in cooperation with the municipalities and counties, completed and adopted the State Development and Redevelopment Plan (State Plan). The State Plan included general statewide growth management and resource protection policies, and a map relating to various levels of land use (urban, rural, environmentally sensitive), which the State refers to as "Planning Areas".

REFERENCES & NOTES:

Boundaries shown as digitized by Civil Solutions, Inc. May 2000.
 Lakes and Rivers based upon NIDEP GIS coverages, 1998.
 State Planning Information based upon the Department of Community Affairs GIS coverage.
 Challenge Policy Center for the Third Round of Cross Acceptance of the State Planning Information.
 This map has been prepared as an aid for planning in Salem County. It is not intended to be used for any other purpose.
 The map was developed using NIDEP's NUDCA Geographic Information System (GIS) data. All other mapping products have not been verified by the NIDEP or NUDCA and are not shown - authorized.

Salem County's Preliminary Policy Map Third Round of Cross Acceptance State Development and Redevelopment Plan June, 2004



B. WHAT IS CROSS-ACCEPTANCE?

In addition to mandating the creation of a State Plan, the 1985 State Planning Act also requires the SPC to review and revise the Plan on a periodic basis (similar to a municipal plan reexamination report), a process referred to as “cross-acceptance”. During this process, municipal and county plans are compared with the State Plan to determine degree of agreement and disagreement, and designated centers are examined to assess their progress in implementing their stated growth management goals and strategies. Cross-acceptance is also an opportunity for municipalities to reassess their centers (e.g., center location and development boundaries), to comment on Planning Area boundaries, the State Plan’s goals and policies, or any issue relating to the State Plan or growth management.

The County Planning Board is the negotiating entity for the County, (although each municipality has the option of submitting their own cross-acceptance report). As part of its responsibilities, the County Planning staff prepared a County Cross-acceptance Report, which includes:

- A summary of findings relating to the comparison of the State Plan “Key Concepts” with the County and municipal plans, reports and other documents
- A comparison of the centers map (as developed by the municipalities and County during this process) with the municipal plan and zoning map
- Population projections for the year 2025 at the municipal and County level (from SJTPO) and, if provided, dissenting municipal projections
- A map of the County’s existing centers (showing delineated boundaries) and Planning Areas
- Identification of major State Planning problems and needs in each municipality
- Identification of issues relating to the State Plan, as it applies to the County, that will need to be addressed and, hopefully, resolved during the cross-acceptance

In order to achieve the goals and mitigate the problems noted above, the State Plan proposes the concept of guiding new development into identified compact mixed-use growth centers or central places. The basic idea of the Plan is to enhance these communities (Centers) to attract new development and, through a variety of strategies, discourage growth in the surrounding or adjacent areas (Environs).

C. SUMMARY OF CA-1 AND CA-2

Following Cross-Acceptance Round One, the 1992 Plan included components relating specifically to each County. Within Salem County, the Plan identified four Planning Areas:

- Metropolitan - the urban areas along the western end of the County consisting of Pennsville, Penns Grove and Carneys Point
- Fringe - A “buffer area” between the Metropolitan and Rural Planning Area
- Rural - Encompassing most of the County east of the Metropolitan Planning Area
- Environmentally Sensitive Rural - the Maurice River watershed - encompassing large portions of Pittsgrove and Upper Pittsgrove Township
- Environmentally Sensitive - Encompassing a large part of the County’s coastal areas

In addition to this, each municipality identified its hierarchy of existing growth centers, which consisted of the following:

- Regional Center - Salem City (as the County seat) and its “urban extension” along NJ 45 into Mannington Township
- Towns - Woodstown and Elmer Boroughs and the “fringe” growth area around these communities (the urban core areas within the County’s Metropolitan Planning Area were also identified as Town Centers).
- Villages - small, mixed-use rural communities such as Alloway Village, and the communities of Centerton, Pedricktown and Harmersville. 17 existing villages were identified in the County
- Hamlets - a small rural -residential community of no more than 250 persons with a minimal core of public / commercial uses. Only 4 hamlets were previously identified in the County
- Planned or “Future” Centers - In Salem County, these are “proposed” centers that currently have little or no development. They have no specific community development boundaries, although their area has been generally identified by the municipality. Four Planned Centers were identified in Salem County (in Mannington and Pittsgrove Townships) in 1992.

Round Two of the State Plan Cross-Acceptance Process concluded in 2001. The State Planning Commission (SPC) approved Salem County’s request to designate a planned growth corridor consisting of planning areas 1, 2 and 3 in Carneys Point, Oldmans, Penns Grove, Pennsville and Pilesgrove. Specifically, the SPC approved two significant map amendments. Approximately 6,000 acres in Carneys Point were changed from PA3 and PA4 to PA2 and the Fringe Planning Area was expanded to accommodate commercial and industrial development plans in Carneys Point Township, the I-295 interchange in Oldmans Township, and the Industrial Zone (western Township border) in Pilesgrove Township. No planning area changes were made in Pennsville Township or Penns Grove Borough.

In approving these changes, the SPC agreed with Salem County’s position that future development should be encouraged and channeled into this western region (representing approximately 12 percent of the County’s total land area) in an effort to preserve the open space, agricultural lands, and rural character of the remainder of the County.

In particular, the SPC was impressed by Salem County's unified vision for growth management. Since 1996, Salem County and municipal leadership have participated in economic development conferences and collaborated with business groups and people interested in the future of the County. The consensus of these efforts is that future growth should be directed to the developed areas of the County, where it is supported by existing infrastructure and major roadways, and should be managed to embrace the traditional agricultural nature of the County.

This vision is consistently represented throughout the County Master Plan. The Growth Management Element of the County Master Plan encourages concentrating development within developed areas, preserving open space, and maintaining the County's rural character and the community character of rural towns and villages. The Agriculture Development Board specifically excludes the developing I-295 corridor from the County's 188 square mile Agriculture Development Area, and these areas do not show up as prime farmlands in the Office of State Planning database. The County's Economic Development Plan details the need to enhance and sustain rural environments, encourage agribusiness and tourism, and focus future development efforts to those areas most suited to or capable of growth.

The award winning Growth Management Plan also represents a commitment to hold the eastern most limit of Fringe Planning Area to the boundary line agreed upon by the County and State Planning Commission. Salem County leads the State in preserved farmland and open space. Approximately 300 square miles or 88 percent of the County falls in the environs outside the regional planning area and the proposed or designated centers in Salem City, Alloway, Woodstown, and Elmer.

D. Summary Statement for Round 3

From 1997 to 2001, Salem County joined other New Jersey counties to complete the Cross-Acceptance process. Salem County benefited greatly from that process. In the years since the last cross-acceptance process, Salem's municipalities have developed new master plans to contain sprawl, established economic development agencies to attract jobs for their residents, and rewritten zoning ordinance to plan for growth, all consistent with the State Plan, and the County's regional plans. With financial and technical assistance from the NJ Department of Community Affairs (DCA), Salem County undertook a major examination of the western half of the County, in the context of the State Plan and plans to initiate an Open Space and Farmland Preservation Plan shortly.

Salem County looks forward to the opportunity that the 2004/2005 Cross-Acceptance process presents. In addition to the basic tasks enumerated in the Cross-Acceptance Manual, Salem will focus on a number of local issues, concerns and goals, including the balance of agricultural preservation and environmental protections with economic development and the urgent need Salem has to restrain growth in the rural eastern and central areas of the County while encouraging economic development in the western, developed areas.

Cross-Acceptance will consist of three distinct phases from comparison, to negotiation to final review and presentation of the final report:

1. Comparison - Begun in April 2004 with the release of the Preliminary Plan by the SPC. This eight-month effort involved Salem County and municipal officials and the general public in an examination and evaluation process that will culminate in the County Cross-Acceptance Report. Most of the work to be completed at the local level occurred during this phase of the process.
2. Negotiation - Following the submission of the County Cross-Acceptance Report (December 2004) to the State, the SPC and staff will begin the process of negotiating any disagreements between the State and the players in the process. The State, the County, municipalities, other government organizations and private bodies such as the Agricultural Development Board, environmental groups, or the general public may raise issues. Issues may be related to disagreements on State Plan policies, center boundaries or locations, and State Plan implementation policies.
3. Final Review - After reviewing resolved and unresolved issues, the State Plan Impact Assessment Report (to be prepared by the State), and other studies relating to the Plan, the SPC will prepare and adopt the Final State Plan (following a public hearing).

E. Municipal Participation

The County Planning staff met with each of the municipalities to provide an overview and update on the Preliminary State Plan and the Cross-acceptance process, and to give them the opportunity to recommend revisions to their Planning Area/centers boundaries. The County staff also worked with municipal cross-acceptance representatives and planning boards during the drafting of the Cross-Acceptance Report. County staff required municipal review and approval of local Cross-Acceptance Reports before they were included in the final County Report. The Draft County Report was sent to a group of cross-acceptance “advisors to the process” for their review and comment.

The County Planning staff met with each municipal planning board and/or their designated cross-acceptance representative during the comparison phase of this process, and asked them to:

- Review and, if necessary, revise the center boundaries or locations proposed during the last round of cross-acceptance (i.e., in 2001)
- Identify problems, needs, and cross-acceptance issues relating to the municipality
- Review the population projections developed by the County in cooperation with OSP and SJTPO, and provide alternate projections if they disagree
- Review and provide input into the County’s cross-acceptance report

F. Public Participation

During the current Cross-Acceptance process, County Planning staff held or participated in several public meetings on the State Plan and the County’s role in the cross-acceptance process. The Planning Director met with municipal planning boards, municipal Cross-Acceptance representatives, and representatives of other organizations to discuss the process and solicit their comments and recommendations. In addition to this, the draft report was sent to a group of “advisors to the process” for their reaction and comment.

The Cross-Acceptance (CA) public participation outreach activities of the County Planning Office consisted of the following:

- General public meetings and municipal and County Planning Board meetings (open to the public) in which staff discussed/explained the State Plan, cross-acceptance process, County Cross-Acceptance Report, and the County Planning Area (PA)/Centers map.
- Meetings/contact with municipal cross-acceptance representatives in which County staff discussed the Plan and process and solicited input relating to the municipal cross-acceptance report and possible revisions to the County PA/centers map.
- Communication (and occasional meetings) with County cross-acceptance “advisors to the process”.
- Respond to questions from the public
- Prepare press releases on the State Plan and CA County process
- Memos to municipalities, CA advisors and others accompanying the County Cross-acceptance report and other general information on the State Plan/CA process.

Public Hearings on the County Cross-Acceptance Report

A Public Meeting on the **Draft** Salem County Cross-acceptance Report was held on December 2, 2004, in Salem City. The purpose of the hearing was to provide the public with an opportunity to comment on the **County's Draft Cross-Acceptance Report**. In advance of the meeting, a full-page advertisement was placed in the Today's Sunbeam. Comments were encouraged by mail, e-mail or fax to the following address: Ron Rukenstein, Planning Director, Salem County, 94 Market Street, Salem, NJ 08079, e-mail ron@rukenstein.com, fax 856-935-3830.

The Draft Cross-Acceptance report was available for public review on November 24, on the Salem County website at www.salemco.org and at the Salem County Planning Department.

Ron Rukenstein gave an overview of the Cross-Acceptance process and briefed the participants on the comments and concerns given to him by each of the 15 municipalities. The public was then invited to provide their comments and concerns as well. Approximately 40 people were in attendance at the hearing on the draft report. A representative from Today's Sunbeam was present and an article about the hearing was published in the December 3, 2004 issue of the Sunbeam. (See attached article and meeting minutes)

The public hearing on the Salem County Final Cross-Acceptance Report will be held at the regularly scheduled Freeholder meeting on Wednesday, December 15, 2004 at 7:30 pm.

Public Meetings on the County Cross-Acceptance Report

Town Meeting on the State Plan – (7/15/04 – Woodstown) – NJ State Planning Commission and County staff discussed the State Plan, Smart Growth, the CA Round III process and the Centers/Planning Area map for Salem County. The general public was invited. Meeting invitations were sent to all municipal Planning Board and Governing Bodies. A full page meeting advertisement was placed in Today's Sunbeam, the Salem County local newspaper. Over 100 people attended this event (see attached minutes).

Related Public Meeting

Salem County Public Meeting – (6/10/04 – Woodstown) – An important meeting not specifically related to Cross-Acceptance was sponsored by Salem County Agriculture Development Board and Preservation Salem, Inc. A dialog on farmland preservation, open space planning and town center revitalization. The general public was invited. Meeting invitations were sent to all municipal Planning Board and Governing Bodies. A full page meeting advertisement was placed in Today's Sunbeam, the Salem County local newspaper. Over 100 people attended this event (see attached articles).

Salem County Board of Chosen Freeholders Meeting – (12/1/04 – Salem City) – Ron Rukenstein briefed all attendees on Cross-Acceptance. The public was invited (see attached minutes).

County Planning Board Meetings

County Planning staff made a presentation on some aspect of the County's Cross-acceptance process at every County Planning Board Meeting (open to the public) from April 2004 through December 2004. County Cross-acceptance was an agenda item on six County Planning Board meetings in 2004.

County Cross-acceptance "Advisors to the Process"

The County developed a list of Public Advisors to the County Cross-Acceptance Process. Upon completion of the draft County Cross-acceptance Report, Advisors were given a complete copy of the draft report. Please refer to Appendix for a list of "Advisors to the Process".

Press Coverage

During the Cross-acceptance process, County Planning staff met with reporters from the local paper (Today's Sunbeam) to explain the State Plan and Cross-acceptance process, Planning Area mapping and what the staff would be doing in cooperation with the municipalities. (See attached articles from 6/10/04 public meeting.)

Salem County Cross Acceptance Public Meeting

July 15, 2004

Minutes prepared by The Office of Smart Growth

State agency and county representatives in attendance: Lee Ware, Freeholder Deputy Director; Beth Timberman, Freeholder, Susan Bestwick, Freeholder; Ron Rukenstein, County Planning Director; Marge Della Vecchia, State Planning Commission; Robin Murray, Bill Harrison, and Maura McManimon, OSG; Susan Weber, DOT; Tim Brill, Agriculture; Bill Purdie, DEP.

OSG and County Comments:

Lee Ware, Freeholder Deputy Director: Smart growth is essential to the County and State Plans. Salem has focused on preservation for the past 10 years, however we have neglected town centers, and this has led to a diminishing tax base and declining population in that area. Salem County needs to grow where it makes sense; we must grow in growth area and preserve in preservation areas.

Robin Murray delivered a presentation on the Cross-acceptance process and proposed changes to the State Plan and Map. Main points include:

- The purpose of Cross-acceptance is to maximize consistency among municipal, county, regional and state agency plans and the State Plan, and to maximize public participation in updating the State Plan.
- Changes to the State Plan policy document focus on implementing the State Plan, through Plan Endorsement and coordinated State agency investments. The changes also focus on current policy initiatives including community school programs; the movement of goods through and within the state; and the public benefits of smart growth community design. We have also proposed definitions of Smart Growth and Smart Growth Area (Planning Areas 1 and 2 and Designated Centers).
- Changes to the State Plan Map include the incorporation of new data layers for public parks, wetlands, Category 1 streams and sewer service areas.
- The role of counties in Cross-acceptance is to serve as negotiating entities, to meet with municipalities and the public on the proposed changes to the State Plan, and to prepare a Cross-acceptance Report that reflects public input. The Cross-acceptance reports should include county and municipal projections for population and employment growth, as well as any available data on local infrastructure needs.
- The end goal of Cross-acceptance is to create a strong linkage between state investments and local planning.

Ron Rukenstein, County Planning Consultant: Freeholder Board has been tremendously supportive of the work with the county plan. We have many images of smart growth development in Salem County. Up until now, the county, municipal and State Plans have been consistent with each other. Now, to put those plans into effect, we must utilize a balance, a give and take situation between the state agencies, the county and local municipalities.

Salem County is the anomaly in New Jersey because the land is only 10% developed for residential or commercial use. Land use reflects the traditional way the county has been developed, with a majority of the development coming in the western corridor. Half of the total population of the county is condensed into 10% of the total land area, between Salem City, Woodstown, and Elmer, local regional centers. The trend in development is to occur in the northern border area along Gloucester County, in areas such as Pittsgrove and Upper Pittsgrove. The overall impact on the county has been an increase in developed land from 8.5% to 10% from 1986-1995. Salem was the only county to lose population, while neighboring Gloucester County experienced significant increase. Salem County is relatively underdeveloped and unpopulated. We are dealing with many communities losing area and population, but rural areas are experiencing an increase in population, so it is balancing out. We have lost green space while population has grown along the northern border. Population and household income loss is concentrated along the western corridor

The county has developed a smart growth plan for the western corridor where there are large areas of existing infrastructure that correspond with the State Plan Planning Areas 1, 2, and 3. The Smart Growth plan for the county was adopted in Jan '04 and this was the first comprehensive county plan since 1970. The growth corridor has significant environmental constraints. Redevelopment allows for local input and control

We are looking to working with the Regional Planning Partnership to create open space by undertaking an environmental inventory and exploring a possible Transfer of Development Rights program.

Question & Answer Discussion

Q. When mapping Category 1 (C1) rivers and streams, will the state designated list be used for the map or will it include those requested by municipalities?

A. We are using state designated C1's. The list continues to be updated as more are designated.

Q. What state participation do you anticipate in PA's 4B and 5?

A. The state currently participates by donating Green Acres funding, farmland preservation funds through the State Agricultural Development Committee. The focus is on the preservation of PA's 4, 4B, and 5. The monies are equally distributed throughout the state. In addition, one of the things we plan on doing through the Plan Endorsement process is to have communities identify needs for road improvement as well as other infrastructure improvements, so that we can help you coordinate with the state agencies on the resources you need.

Q. What kind of strength do the documents like deeds, and the smart growth plan or even plan endorsement have?

A. The State Plan is a voluntary document. If a town comes in for Plan Endorsement, it may change its local zoning in order to make its master plan consistent with the State Plan. Ultimately, zoning decisions are made by municipalities. There isn't anything the state can do to make a town change its zoning

Q. Elmer is designated as a town center, surrounded by Pittsgrove, and it is about 1 mile square. What is going to happen with its development? Will it expand into Pittsgrove?

A. That is up to the adjoining municipalities. Again, development approvals are up to municipalities. Boundaries on the State Plan Map alone can not contain development. What we can do is use state resources to support growth within designated centers and other growth areas. We also encourage towns in situations like Pittsgrove and Elmer to plan together for growth that works best for them both.

Q. With regards to C1 waterways, is there any way to expedite the process or is all you can do nominate a waterway to become one?

A. You can begin by nominating. The DEP has a list of targeted streams and waterways they are researching. If there is overlap between the public nominated waterways and the DEP list, the process is quicker.

Q. It is a year before the County and State Plan are fully endorsed and finalized. Do they use information that is proposed or the current map?

A. If a town or county comes to the State Planning Commission for Plan Endorsement, we will use the most up-to-date data we have available. County or municipal Cross-acceptance reports should be consistent with Plan Endorsement petitions filed during the process. But the Preliminary Plan and Map won't be considered official until they are adopted at the end of Cross-acceptance.

Q. We are trying to revitalize the town center in Woodstown. What will happen to us now because of the concentrated effort on development only in the western corridor?

A. The Smart Growth plan is focused on the western corridor because it is the most urgent. We are trying to stabilize that area. However because of Woodstown's designation, they still receive funding and benefits of a growth area. We have not forgotten about you.

Q. PA3 is designated as a no development area, will it take overflow from the development in PA1 and 2's?

A. PA3 is a transition area between the preservation area and the area of growth. One thing that we would encourage you to do during this Cross-acceptance process, or during Plan Endorsement, is to determine if your planning area designations are appropriate in order to help with the plan.

Q. I didn't see Agriculture soils designated on the map. I think it should be visited at least. Why is it not designated?

A. Ag is in agreement with you on this issue. We are working with DEP to fine tune the data. We are also working with a soil testing company that uses the best information and technology to create and list this Ag base.

Q. I am concerned about the environmental resources in Oldman's Twp.

A. We understand that the areas targeted for development are environmentally sensitive, but the development should be done in a manner that acknowledges and complies with the constraints.

Q. My concern is that in this state, we plan to be built out by 50 years and another 1 million people, but we cannot accommodate that growth only in PA1 and 2's. Is there going to be flexibility in the borders of the PA's 1 & 2?

A. One thing we will do is to make sure that the population projections can be accommodated. There can still be development in PA 3,4,5, but it will be on a much smaller scale than in the growth areas.

Q. I am a farmer in Salem County. I am finding it harder and harder to make a living on the farm. Twenty-five years ago, my father could get \$10 for a bushel of peppers; today I can only get \$6. There aren't enough incentives for people to be able to buy locally-grown produce in grocery stores. If I can't afford to farm my land, my best option is going to be to sell it off for development. What is the state doing to help the farmers?

A. We do understand how difficult it is for the farmers in New Jersey. The Department of Agriculture just recently completed a comprehensive Smart Growth Plan for preserving farmland, promoting the agriculture industry, and helping farmers get the value of their land. In some cases, it may involve converting your farm to a new kind of product that will bring you a better economic return. Please feel free to reach out to me and my colleagues at the Department of Agriculture for more information.

**Salem County Cross-Acceptance Public Hearing
Draft Report
December 2, 2004**

Minutes prepared by Ron Rukenstein staff

Ron Rukenstein, County Planning Director

Ron gave a brief overview of the Cross-Acceptance Process and referred to four maps. Review of important dates: Public hearing on Final Report is December 15 at the same location as part of the regular Freeholder meeting. Final report must be submitted to the Office of Smart Growth by the end of the year.

Key issues that came out of discussions with each of the 15 municipalities:

- Planning area changes that effect developable areas in Oldman's Township, Pilesgrove and Pennsville.
- Elimination of a fringe planning area in Pilesgrove and Pennsville
- Elimination of PA-2 in Oldmans
- Policy standpoint from state – preservation of rural character with limited forms of development and that development to occur around existing centers (Woodstown, Elmer and Salem City)
- Oldman's Township wants state to consider shifting area that could be considered PA-2 to less environmentally sensitive areas in town
- Pilesgrove asking for area along Rt. 40 (east of Carneys Point) to be developed as a utility or commercial node
- Pennsville consists of primarily PA-1 and PA-5 (Development to environmentally sensitive). With elimination of fringe planning area, is inconsistent with how the town hopes to see its future in terms of limited area that could be developed.
- Elsinboro concerned that residential areas along river are not identified as rural and should be because in the future their ability to address failing septic systems may be limited by the type of designation.
- Existing villages should not be treated environmentally sensitive

Ron invited the public to make comments.

Nancy Merritt, Salem County Watershed Task Force

Very supportive of the C-1 watershed designations, but concerned about how new DEP regulations, specifically the 300 ft. buffer, will impact agriculture. Also concerned about the new regs for the protection of threatened and endangered species and how they will effect land planning. Who at state level should get our comments?

Ron Rukenstein

Our understanding is that the buffer would be triggered for agriculture by a permitted activity. Our concern with threatened and endangered species is the accuracy of the data. Most recent inaccuracy is the bobcat in Oldmans that no one has ever seen. Comments come to us and we submit them with our final report.

Nancy Merritt

How are comments and concerns incorporated in the report and who will follow through?

Ron Rukenstein

I've asked the County freeholders to create an implementation committee to address the issues through a negotiation process with the state.

Nancy Merritt

Concerned about the size of Dupont's watershed plan? We don't want the whole county to be sewered. I agree with your request that DEP get us accurate water supply information. How can we address the long-term solution to water sustainability if we don't have correct information and Gloucester County continues to develop all their open space? This whole water-planning concept should be done statewide.

Ron Rukenstein

Water supply is probably one of the most frustrating issues from a planning standpoint. Our concern is that we can't even support existing or planned development because of the limited water supply.

Nancy Merritt

Would like to see some language about prime agriculture soils and protection of our headwaters (Salem River and watershed) in the report. I also want to talk about the BPU and the eligibility for rebates. Rebates should not be restricted to certain planning areas. Also, our agricultural zone was amended to include portion of Carneys Point (CP). Report does not mention CP in ag zone, it was kept in Corridor.

Jim Shuster, Chairman, Pittsgrove Twp. Economic Dev. Committee

Discussion of redevelopment of Landis Avenue. Is here tonight with four other representatives from the Township to show that the Township is very committed to the redevelopment process and want to work within guidelines of plan. Current planning area is designated environmentally sensitive. Want to make change to a PA-3 fringe area when appropriate for redevelopment plan. Would like it recognized in Round 3 of cross-acceptance.

Ron Rukenstein

This issue did not come up in my meeting with the municipality or in the Township's cross-acceptance report. The Township's request was to change it to PA-2. It is difficult for us to propose a new change at this time, but as a county we are very supportive of redevelopment planning and we will work with Pittsgrove to see that happen. If you give us the boundary areas for your redevelopment area before the end of the year, we will include it in our plan. It has been added to our negotiation agenda.

Lyn Leshner, Pennsville

Concerned about the change in the fringe area in lower end of Pennsville. This area does not have sewer service and 208 takes forever. Can't understand why town wants to make fringe area smaller. Can't understand why there is a PA-1 against a PA-5 in Pennsville. We have enough growth in Pennsville right from the bridge all the way down to our present Walmart. Don't need that additional little bit. I think it gives us the buffer that is required of that very sensitive area.

Nick Mesogianes, Pennsville

Agrees with Lyn and does require further discussion.

Nancy Merritt

Concerned about the peninsula in Pennsville. It's not there accidentally. It is a nationally recognized refuge (Supawna Meadows National Wildlife Refuge). Does anybody bring this to the table?

Ron Rukenstein

I agree and that is why it is identified as an area for more discussion on our negotiation agenda.

Lyn Leshner

This is the first time that the general public as a whole has been made aware at such a level that we can actually be involved. This is the first time that I've seen these maps in this way and I can actually look at it and understand it. Even though it's been in place for 8 years, it's now in a format that we can understand.

Cheryl Reardon, Concerned Piles Grove Residents

Can you explain what advantage there might be to changing the planning area on Route 40 in Piles Grove and making a PA-1 and PA-2 with possible sewers there? It is our opinion that this is an extremely sensitive area adjacent to some of our best farmland. Sewers can bring a real problem within Piles Grove. We want to understand why this would even be considered?

This is a situation where the State has made that change for their reasons. It got to be a fringe planning area through efforts of Piles Grove Twp. in the last round of Cross-acceptance. The change was made going back to 1999-2001. Piles Grove changed their zoning. It was seen as an area that could support a large-scale form of development. Now, the state is proposing a change, which would go in the direction of not allowing for sewer to be extended from CP along Route 40 into Piles Grove.

The Township is considering going with a node (commercial/industrial node). The Township's position is a kind of compromise.

Don Kirchhoffer, NJ Conservation Foundation

It's not fair to the development community or anybody to have DEP say that environmentally sensitive areas are restricted, but then see the color on the map that says where development should be. There is a lack of data on the sewer service area and a lack of data on what the approvals are. Areas mapped for sewer in Pennsville are in the area where there are wetlands.

Ron Rukenstein

Pennsville is complicated as it is the one community that never had a water quality management plan. Their sewer system is grandfathered and was never approved by DEP. That is why the mapping data is not accurate.

Keith Boyce, Salem City

I hear a lot of complaints about development. There is an area (3 sq. miles) in Salem City of open space where infrastructure is already in existence. This could alleviate some of the burden people are complaining about in other areas of the County. I'm appalled that through all this development that Salem City, as a County seat, is being ignored. Also, is there going to be a balance with the number of houses with businesses being planned, so that the tax burden is not on the homeowner.

Ron Rukenstein

That is an issue that needs to be looked at by the municipality. The municipalities set the zoning and permitted uses with their community.

Sharon Coleman, Alloway Township

How does the county address the equity issue?

Ron Rukenstein

I don't know that I have an answer for that, but I appreciate your comment.

Nancy Merritt

I'm concerned about housing developments that are happening in our neighboring counties and how they effect our water supply. Does cross-acceptance give us an open door to voice our concerns in other county planning/core planning? Is everyone going to sit down and think about this?

Ron Rukenstein

It's an excellent issue and is even broader than that because the same aquifer goes into New Castle County. We've discussed this in the standpoint of equity that water supply issues that cross municipal and county boundaries should be looked at. The impact and the benefits or costs should be proportionate.

Jay Perry, Oldmans Township

I've been in Oldmans Township for 53 years, I'm 53 years old and I've never seen a bobcat. I farm for a living and I love doing it. I'm concerned about the value of my land. If someone says I have an endangered species on my property and I've never seen it, than I have a concern about that. I want to know that was put in there. Farmers and owners are all concerned about the soils and we do everything we can to protect it. This endangered species act is something that scares me a little when it comes to the equity of my land. I need the equity to borrow money to farm.

Ron Rukenstein

What we wan to do is get the information accurate before we impose regulatory impacts on property owners. I think you said it well with your concerns and how these data sets effect the value of properties when they haven't necessarily been verified.

Sharon Coleman, Alloway Township

I am concerned that Alloway does not have any light industry or business. Is there any interest from Alloway officials to do that? I also want to get on the record that Alloway is severely deficient. As a resident and large landowner, I have a concern that we need something to offset the tax base. They need to look into a light industrial zone. Also, can you elaborate on what you said about making Alloway a town center?

Ron Rukenstein

Alloway's interest in seeing development is being directed toward that effort to try and do a transfer development rights program and identify potential areas for redevelopment. This is being focused through the effort that is being headed by Lou Joyce on behalf of four communities.

Alloway was in the middle of the process to be designated as a town center. The process is no longer there. The center designation is being replaced by plan endorsement. We want to see

some type of recognition for the village because we think it is significant and should be noted on the state plan.

Paul Schlimme, Carneys Point/Penns Grove Area

There was a statement made earlier that the county had approved the agricultural district in Carneys Point. Is that actually accurate?

Ron Rukenstein

Yes, the county has approved allowing Carneys Point to go forward with participating in the agriculture development area. It's been approved by the Salem County Board, the Agriculture Board and the State. The Township is not ready at this time to take final action. They want to get a better understanding to County's criteria. They are eligible to participate, but still have to compete and go through the grant process just like everyone else.

Pennsville resident

Is there a specific agricultural area in Pennsville? And if not, how would they go about getting that?

Ron Rukenstein

No, they do not. They would have to start at the local level and get approvals from the County Agriculture Board, County Freeholder Board and then submit to the State. The County has an agriculture development area and I can get you more information on that, but it's done through the farmland preservation program.

Resident

I own a farm and have a couple hundred acres. We put in for farmland preservation and it's been sitting there for 4 or 5 years and they haven't done a thing. I just found out from one of the freeholders that it has to be designated.

Dave Sparks, Salem County Board of Chosen Freeholders

I am very excited about this. We've had 11 such meetings starting in 1996. We've never had this much participation about things that make sense. We've never had this much input with good focused representation that will make this county a better place to live. Thank you Ron, you have the freeholders support.

Ron Rukenstein - Closing

There is still an opportunity for comment in writing, by fax, e-mail or phone. I appreciate the county's interaction and participation.

FINDINGS AND RECOMMENDATIONS

The following summarizes the findings and recommendations (to date) resulting from the County's Cross-Acceptance process. The issues and recommendations listed in subsection 1 (Planning Area changes) will definitely be the subject of negotiations between the municipalities and State, while the Office of Smart Growth and State Planning Commission will determine which issues in subsections 2 and 3 will be subject to negotiations.

1. Planning Areas- Proposed Revisions

- **Oldmans Township, Pennsville Township, and Pilesgrove Township** all object to Planning Area Changes proposed in the Preliminary State Planning Map.
- **Elsinboro Township** would like to see a Planning Area change for the Oakwood Beach area so that future wastewater treatment options may be explored to address failing septic systems.
- **Oldmans Township** requests an expansion of the area designated for PA-2 to balance the loss of PA-2 areas between Route 130 and Delaware River. The Township also proposes to remove additional areas along the northern border from PA-2 to PA-4b.
- **Pennsville Township** is requesting that the Metropolitan Planning Area (PA1) be increased to include all sewered areas. The Township has two major concerns with the proposed planning area changes under the State Preliminary Plan. First, the Preliminary Plan calls for the elimination of the Fringe Planning Area, which severely restricts the potential developable area in Pennsville Township. Pennsville Township is part of the planned growth corridor and these changes would effectively eliminate their ability to participate in planned future growth initiatives. The second concern is that Pennsville Township represents one of the few areas in the State where Planning Area 1 is bordered by Planning areas 3 & 4. The Township proposes that the State Map be amended to reflect growth areas proposed in the Township's 208 wastewater Management Service Area Plan.
- **Pilesgrove Township** objects to the removal of the Limited Manufacturing zoning district from Fringe Planning Area (PA3) in the State Development Plan Map and proposes that this area be designated as a Commercial/Manufacturing Node. Pilesgrove Township requests that the Woodstown Town Center designation be extended on the Preliminary State Plan to include the approved sewer service area of the Woodstown Sewerage Authority. However, this request is inconsistent with Woodstown Borough, based upon their comments. Woodstown has requested additional time to allow for regional planning efforts with Pilesgrove to address this inconsistency. Pilesgrove Township also requests that two Critical Environmental Sites be established in the Township to include the four priority sites that have been designated by the Natural Heritage Program of the NJDEP.
- **Pittsgrove Township** is located entirely within the Environmentally Sensitive Planning /Areas and would like consideration for the designation of a Redevelopment Area along Landis Avenue.
- **Salem City** has requested the Planning Area designation of Salem City Regional Center be changed to a designation (e.g., PA1 or PA2, rather than Rural-PA4) that reflects the urban character of the municipality.

2. Recommendations / Concerns

The challenge for Salem County is to not only achieve compliance with the State Plan Map, but to obtain the tools and resources needed to implement the shared vision for growth and development. Salem County hopes to avoid the trend of watching its small towns turn into suburbs, its country roads turn into commercial strips and its compact development areas turn to sprawling lackluster communities.

During the previous State Plan Cross-Acceptance Process, the State Planning Commission approved Salem County's request to designate a planned growth corridor consisting of Planning Areas One, Two and Three in Carneys Point, Oldmans, Penns Grove, Pennsville and Pilesgrove. Specifically, the SPC agreed with Salem County's position that future development should be encouraged and channeled into this western region (representing approximately 11 percent of the County's total land area) in an effort to preserve the open space, agricultural lands, and rural character of the remainder of the County. By comparison, neighboring Gloucester and Cumberland Counties maintain 52 percent and 16 percent respectively in Planning Areas One, Two, and Three.

The Salem County Smart Growth Plan for the Growth Corridor was adopted by the Freeholder Board in January 2004 and approved by the DCA Office of Smart Growth. This strategic plan—the first comprehensive planning effort for Salem County since 1970 — provides an updated Salem County profile, reviews the assets and challenges for the Corridor initiative, identifies development-oriented goals and objectives, and produces an inventory of next steps and resources needed for implementation.

However, the Planning Area changes in the Preliminary State Plan Map for Oldmans Township, Pennsville Township, and Pilesgrove Township are all inconsistent with the Salem County Smart Growth Plan and compromise County and municipal initiatives. In addition to the Map Amendments proposed above, Salem will request the following issues be addressed in Cross Acceptance:

A. Redevelopment Planning

Participating municipalities in the growth corridor all stressed the need for financial and technical support for their urban revitalization efforts. To date, all five municipalities in the Corridor have initiated redevelopment plans and related projects and redevelopment is a critical economic development tool for Salem City as Regional Center and receiving district under the Pilot Transfer Development Rights Project.

The proposed role for the State is to support the notion that redevelopment should be emphasized equally in older suburbs and rural areas as it is presently in larger cities and urban areas. These communities have not had the opportunity to participate in the State's Urban Enterprise Zone and Urban Coordinating Council Programs which have provided critical seed money for redevelopment planning and projects. Similarly, most of these communities are not eligible for critical environmental and infrastructure funds available through the NJ Redevelopment Authority. Thus, policy changes at the state level are recommended to support regional planning efforts.

Successful redevelopment will require financial support, regional planning to create opportunities for shared municipal revenues and responsibilities, increased flexibility and streamlined state permitting, and assigning state agency implementation teams to communities targeted for redevelopment.

Redevelopment is a particularly valuable tool for promoting smart growth in Salem County. First, redevelopment provides a balanced and land efficient approach to economic development. This approach is critical in Salem County, where State and County plans to achieve economic development goals must be viewed in connection with environmental and recreational resources. Highest and best use site-specific redevelopment plans become the mechanism to achieve overall balance.

Second, redevelopment maximizes local input and control. The Redevelopment Statute establishes redevelopment as a local planning process whereby the planning board and governing body take on an active role in deciding what type of development to encourage in targeted areas. This process must include public hearings and other opportunities for citizen participation in shaping the plan. While designating redevelopment areas and adopting redevelopment plans may be complicated, the planning process has the advantage of being very flexible.

Successful redevelopment will require financial support, regional planning to create opportunities for shared municipal revenues and responsibilities, increased flexibility and streamlined state permitting, and assigning state agency implementation teams to communities targeted for redevelopment.

B. Water and Sewer

Wastewater Management

Municipalities need technical and financial assistance to develop the infrastructure necessary to allow designated centers to function as growth areas for the region. The Department of Environmental Protection should expedite and provide technical assistance of permitting for wastewater systems within designated centers and smart growth areas. Specifically, Salem County requests DEP expedite review of the regional wastewater management solution for Carneys Point, Penns Grove, and Oldmans (as funded through NJ State appropriations) and for Pennsville Township's pending Wastewater Management Plan.

Within the Planned Growth Corridor, Carneys Point and Pennsville possess excess capacity capable of meeting increased demand. However, the excess sewer capacity in Carneys Point and Pennsville is insufficient to meet the projected development needs in the Corridor for Oldmans and Penns Grove. In addition, these participating municipalities could not support the cost of extending service or developing their own wastewater treatment facilities. Penns Grove's sewerage facility is already operating at capacity, which raises concerns over whether the 50 year-old facility can meet additional projected demand consistently within permitted discharge standards. Oldmans Township does not maintain public wastewater treatment facilities.

Based upon a feasibility study funded by DCA's Regional Efficiency Development Incentive Program, the most cost-effective, long-term solution for regional wastewater management is a shared service arrangement. DuPont maintains a 40 mgd capacity, state of the art industrial/hazardous waste treatment facility centrally located within the Corridor. DuPont has agreed to modify their plant to provide secondary and tertiary treatment for the entire Corridor, if the Carneys Point facility is modified to serve as the regional collection point and provide primary treatment.

In 2001, the State of New Jersey appropriated \$13.682 million for a regional Wastewater Management solution. However, at the onset of the 2002 fiscal year, State budget cuts resulted in the loss of funding for the regional Wastewater Management project. In fiscal year 2003, the State provided initial funds for project design and more recently, has once again committed the balance of the \$14 million for the Corridor's wastewater management project. These funds are now encumbered and available for construction. The Wastewater Management Plan revision was approved for the first phase of the project, the consolidation of the Carneys Point and Penns Grove Sewer Service Areas. Salem County now requests DEP assistance in expediting the review and approval to enable Oldmans Township to participate in this project.

Recently, in Salem County, a major step has been taken toward the completion of a similar shared sewerage system. Salem City, Alloway Township, and Quinton Township have contracted to construct sewerage lines that would connect to the Salem Wastewater Treatment Plant. The lines will run through both Quinton and Alloway Townships and will address public health and safety issues. To address the needs of failing septic system and insure the creation of new sewer capacity in limited to designated centers function as growth areas under County and State Plans, Salem County requests DEP's assistance to create a countywide water quality management plan, to be coordinated by Salem County, to address the need for public or alternative wastewater treatment systems to solve current needs within existing villages and population centers such as Elsinboro Township and Elmer Borough.

Water Supply

There is currently a lack of information regarding the water resources available to support development in Salem County. The Salem County planned growth corridor lies at the edge of Water Supply Critical Area II. The Critical Area represents a cone of depression, which reflects a decreased water supply. As a result, new wells must be dug at greater depths, thereby raising concerns of salt-water intrusion and the capacity of the Potomac-Raritan-Magothy (PRM) aquifer to support current and projected water supply demands. Currently, public-supply purveyors are at the limits of their water allocation permit and future permits will be severely limited as they affect the critical area boundary.

The Penns Grove Water Supply Company, a private company based in Mullica Hill, provides public water for areas in Penns Grove, Oldmans and Carneys Point. Approximately 70 percent of the population within these municipalities is served with public water and the remaining 30 percent is served by individual wells. The population served is approximately 17,216, and represents an annual use of 534 mgd based upon 1990 water use data. The Penns Grove Water Supply Company has requested additional permitted capacity from DEP to meet the projected demand.

Based upon the attached USGS Study dated January 2001, the industrial, agricultural, and “small users” in the area do have potential for increased withdrawals under existing permits. Other than industrial users, the potential amount of increase under full allocation is small relative to the amount pumped by the other users. In addition, the USGS Study evaluated two scenarios (full allocation and full allocation plus new draws) and proposed new increased allocations. The Study concluded that the likelihood of increasing saltwater intrusion is low given the low percentage of water from these sources relative to the total pumped and the low relative change in percentages between existing and proposed pumpage.

In April 2002, the Penns Grove Water Supply Company submitted an application for an Increase in Allocation to the level recommended in the USGS Study. The Penns Grove Water Supply Company responded to a DEP request for additional information, but has received no time frame for a final decision from the Bureau of Water Allocation. In developing permitted allocations for the PRM aquifer, it is important to consider that Salem County is and intends to remain relatively undeveloped in comparison to Gloucester County and New Castle County, Delaware, which use the same aquifer. Additional consideration should be provided for the expired water permit allocation for the Clemente Gravel Pit.

Salem County requests the following assistance from the state with regard to regional wastewater management and water supply.

- Implementation of the regional wastewater management solution for the Planned Growth Corridor, funded through NJ State appropriations.
- Work with NJ DEP to obtain local water supply information and develop long-term solutions to address sustainability in water supply, including consideration of permitted capacities in neighboring counties and areas drawing from the PRM Aquifer.
- Establish a countywide water quality management plan, to be coordinated by Salem County.

A sound infrastructure is necessary to implement the County’s Smart Growth planning strategy and to ensure the economic competitiveness and viability of the Corridor. The Planned Growth Corridor benefits from existing infrastructure and services, however these resources are limited. The regionalization of infrastructure resources would result not only in greater efficiency, but also in a greater balance between those areas with excess capacity and those with a deficit of infrastructure.

C. Regional Transfer Development Rights Project

The Department of Community Affairs provided a planning grant for a regional transfer development rights project (TDR) in Salem County. Under this grant, Alloway Township will be the lead agent for Quinton and Elsinboro Townships and Salem City to prepare a transfer of development rights plan focusing on redevelopment, sewer service and preservation of the rural and environmental character of the area. The goals of the plan are to encourage mixed-use development into compact target areas while channeling development away from rural and environmentally sensitive lands.

For this regional TDR project to be successful, financial incentives must be established in the receiving areas (within or adjacent to Salem City). Through cross-acceptance, Salem County hopes to have a discussion with the appropriate state agencies regarding available financial assistance and permit expediting to ensure the success of this project.

D. Farmland Preservation and Open Space Planning

Salem County has been a strong supporter of the State Development and Redevelopment Plan and a leader in the state in embracing smart growth concepts. Salem County's Growth Management Element has received unanimous support from the State Planning Commission. More than 10 percent of the State's farmland is located in Salem County, and 15 percent of the statewide total of development rights purchased by the State Agriculture Development Committee is located in Salem County. Emphasis at the State level should be placed on providing adequate funding for the preservation of the environs, (particularly farmland, open space, and environmentally sensitive lands). The OSG should continue to provide local technical assistance and information on available programs and techniques for the protection and preservation of the environs.

E. Watershed Management and Category One Waterways

Salem County is encouraged by efforts under the State Plan to support watershed management and preservation of environmentally sensitive areas.

DEP has adopted new stormwater management rules establishing design and performance standards for new development including groundwater recharge, runoff quantity controls, runoff quality controls and Category One buffers. Category One (C-1) Waterbodies designated by DEP receive 300 foot buffer areas based on the need to restrict development encroachment in areas providing vital drinking water, habitat for Endangered and Threatened species, and popular recreational and/or commercial species. Stormwater rules do not require buffers for waters other than C-1.

As detailed below in the Data Analysis Section, Salem County recommends that the use of Threatened and Endangered Habitat as a basis for C-1 Designation be eliminated until a more accurate set of data is established. Salem County residents and municipalities also expressed concern about how special water resource protection areas will affect existing agriculture and whether new DEP regulations conflict with the Right to Farm Act. Salem County therefore requests clarification regarding the circumstances under which stormwater runoff from agricultural development meets the definition of major development under the new Stormwater Management Rules.

In addition, the special water resource protection area is required adjacent to those waters that drain to the Category One water within the limits of the associated sub-watershed (HUC-14). HUC-14 is a unit code system developed for delineating and identifying drainage areas that require the application of the 300-foot buffer. Salem County maintains a strong concern with the scope and definition of HUC-14 areas as we do not have a clear methodology for the scope and

limits of the potentially restricted areas under this designation. Moreover, in Lower Alloways Creek and in Elsinboro, the DEP data identifies HUC-14 areas that do not include C-1 waters. This would appear to be a complete error, based upon our understanding that C-1 designation is necessary to trigger protection for HUC-14.

Finally, the DEP list of designated C-1 waterbodies is not clearly delineated by DEP. The list below was based on the NJDEP's GIS databases (STRMWTRUPC1 – Stormwater Rule Areas Affected by 300 Foot Buffers) dated 8/24/04 and (Surface Water Quality Standards) dated 7/29/04. However, this GIS database is not consistent with the PDF file located on NJDEP's website at www.nj.gov/dep/cleanwater/c1.html. This conflicting data creates confusion for all parties attempting to follow the new guidelines.

Alloway Creek (below Hancocks Bridge) to Salem River
Fishing Creek/Bucks Ditch/Pattys Fork
Hope Creek/Artificial Island
Mad Horse Creek/Little Creek/Turners Fork
Maurice River (Sherman Avenue to Blackwater Bridge)
Maurice River (Blackwater Bridge to include Willow Grove Lake)
Muddy Run (below Landis Avenue)
Muddy Run (including Palatine Lake to Elmer Lake)
Muddy Run (including Parvin Lake to Palatine Lake)
Muddy Run (Landis Avenue to Parvin Lake)
Oldmans Creek (Rt. 45 to Commissioners Road)
Salem River (below Fenwick Creek)
Stow Creek (below Canton Road)

F. Municipal Planning

The comparison of municipal and County Plans with the State Plan is covered in detail in the Section 2 of the County Cross-Acceptance Report. A major focus of the comparison process was the degree to which municipal plans and regulations (particularly zoning) supported existing population centers and the preservation of the environs outside of these centers.

Several municipalities recommended that the State provide technical assistance to help them in their efforts to update their plans and ordinances to be in compliance with the State Plan. Municipalities currently revising/upgrading their plans would like OSG involvement and guidance in developing plans that could be submitted for Plan Endorsement.

G. Specific Problems and Concerns

In addition to the general recommendations noted above, some of the municipalities identified specific problems that they felt were at least peripherally related to implementing the “vision” or goals of the State Plan, i.e., -

- Reduction of congestion (particularly truck traffic) on US 40 in and around Woodstown Borough

- The need to coordinate COAH affordable housing obligations with regional planning initiatives such as the Planned Growth Corridor and TDR Pilot Project.
- Alloway Township requested cooperation from the State Planning Commission and Office of State Planning to resolve problems standing in the way of the designation or recognition of Alloway Village.
- BPU Green Energy incentives and rebates should be made available in PA 3-5 in addition to PA 1 and 2.

H. Data Analysis

Although the State Plan has been around for 12 years, recent actions at the state level have placed new emphasis on the plan and may have added the “teeth” that many said was lacking. The State’s smart growth initiatives have resulted in a much closer alignment of state policies and investment decisions with the State Plan. Agencies such as DEP, DOT and the BPU are basing more and more of their decisions on consistency with State Plan goals and objectives. The Highlands legislation, COAH procedures, and the “smart growth” bill are all aimed at achieving smart growth principles espoused in the State Plan. However, deficient underlying data threatens to undermine new environmental legislation (such as Stream Corridor Protection) and threatens landowner equity (which remains the first goal under the State Plan).

The Salem County Planning Department submitted preliminary comments to the Office of Smart Growth regarding the State Plan map, noting that our resources indicate serious discrepancies with the information provided by the Department of Environmental Protection. Through the cross-acceptance process, we reviewed the data layers and presented them in a series of maps to all 15 municipalities. We find that the utilization of GIS technology is particularly effective in this comparison phase.

The Salem County Planning Department resources indicate serious discrepancies with the information data layers provided as part of the State Plan, specifically in the following areas:

NJ Department of Agriculture Data

The Draft Farmland Preservation Priorities have been proposed through the Farmland Preservation Strategic Targeting Project of the NJ State Agriculture Development Committee and the County Agriculture Development Boards. This project uses GIS data from the NJDEP 1995-1997 Land Use/Land Cover information to identify active agricultural lands, Existing and Future Sewer Service Area data from the NJDCA’s Office of Smart Growth, and soils information from the US Department of Agriculture Natural Resource Conservation Service (NRCS), or the NJDEP where NRCS information is not yet finalized. The proposed priority system views Prime and Statewide Soils in agricultural use outside Sewer Service Areas as the highest priority for farmland preservation.

Sewer Service Areas data used in the analysis does not accurately depict the extent of the existing or proposed sewer service areas in Salem County. Two projects in Salem County have already received DEP approvals, yet are classified as environmentally sensitive areas on the stat plan map. Specifically these are the McLane Distribution Center in Carneys Point and the Gateway Center in Oldmans Township. In addition, the Department of Community Affairs

recently awarded \$600,000 through their Small Cities Program to the McLane project for extension of water and sewer lines to the site.

Significant problems also have been found in the GIS data that was used for the soils classification. The NRCS has not yet released the new soils data for Salem County; therefore, the State used the NJDEP GIS soils data for this project. It has been acknowledged throughout the GIS community that the NJDEP's soil data for Salem County is significantly flawed. Based upon the flaws in the GIS data used for this analysis, Farmland Preservation Priorities data should not be used for planning in Salem County until more accurate information can be used for the evaluation of farmland in the County.

NJ Department of Environmental Protection Data

The underlying data sets used to support the DEP land use data are over seven years old and based on aerial photographs with limited accuracy (flown at 400 feet from the ground). The State used land use data from 1995 to determine active farmland and to determine potential habitat area for endangered species.

However, the County has seen significant changes in land use within the past nine years and the accuracy of the underlying data sets has never been confirmed. For example, the DEP land use data failed to identify Artificial Island in Lower Alloways Creek. Artificial Island encompasses an area of approximately 740 acres and is the site of energy facilities owned and operated by Public Service Enterprise Group (PSEG). The facilities include three nuclear reactors: two for the Salem station and one for the Hope Creek station, electric generating stations, numerous ancillary buildings and structures, a large parking area and wetland/buffer areas.

As a result of this mapping oversight, Artificial Island was designated as an Environmentally Sensitive Planning Area (Planning Area 4) on the State Plan Policy Map. Inasmuch as the State Plan Policy Map is used as the basis for resource mapping by NJDEP (and other State agencies), Artificial Island was then identified on the CAFRA Map as a State Plan Environmentally Sensitive Planning Area. To correct this mapping error, Salem County petitioned the joint Plan Implementation and Plan Development Committees and the State Planning Commission to amend the State Map and designate Artificial Island as a Utility Node within the State Plan. This map amendment enabled PSEG to conduct needed routine maintenance and upgrade at the Artificial Island facility without triggering constant CAFRA review.

The other supporting datasets are even less accurate and have not been confirmed by the Counties or Municipalities. We very strongly recommend that DEP establish an accuracy process working with all of the Counties and Municipalities before utilizing this environmental data for future regulations.

In reviewing the NJDEP's GIS data used to develop the Critical Environmental Factors Overlay, we had the following specific concerns:

Landscape Project Ranking (*LS345 & LS2*)

- It appears that the areas identified as LS345 and LS2 in the CEFO do not correspond with the data currently available on the NJDEP's Endangered and Nongame Species Program's website. It is unclear if the data used is newer or older than the Landscape Project data of 3/15/02.
- Landscape Rank 2 denotes areas that are habitat for species concern. These areas are not documented habitat for Threatened or Endangered species. Therefore, the need to restrict development in all of these areas is questionable.
- The proposed Landscape 3-5 Data identifies endangered species with no documented history in Salem County, such as Bobcats in Oldmans Township.

Open Space (*OPENSPACE*)

- The Open Space data used for the CEFO does not correspond with the data currently available on the NJDEP's GIS website. It is unclear if the data used is newer or older than the Open Space data of 10/6/99.

Special Non-Sewered Areas (*NONSSA*)

- There is no explanation of how this area is determined.
- In Salem County there are 600± acres of NONSSA within the Smart Growth Zone, some of which already is developed.

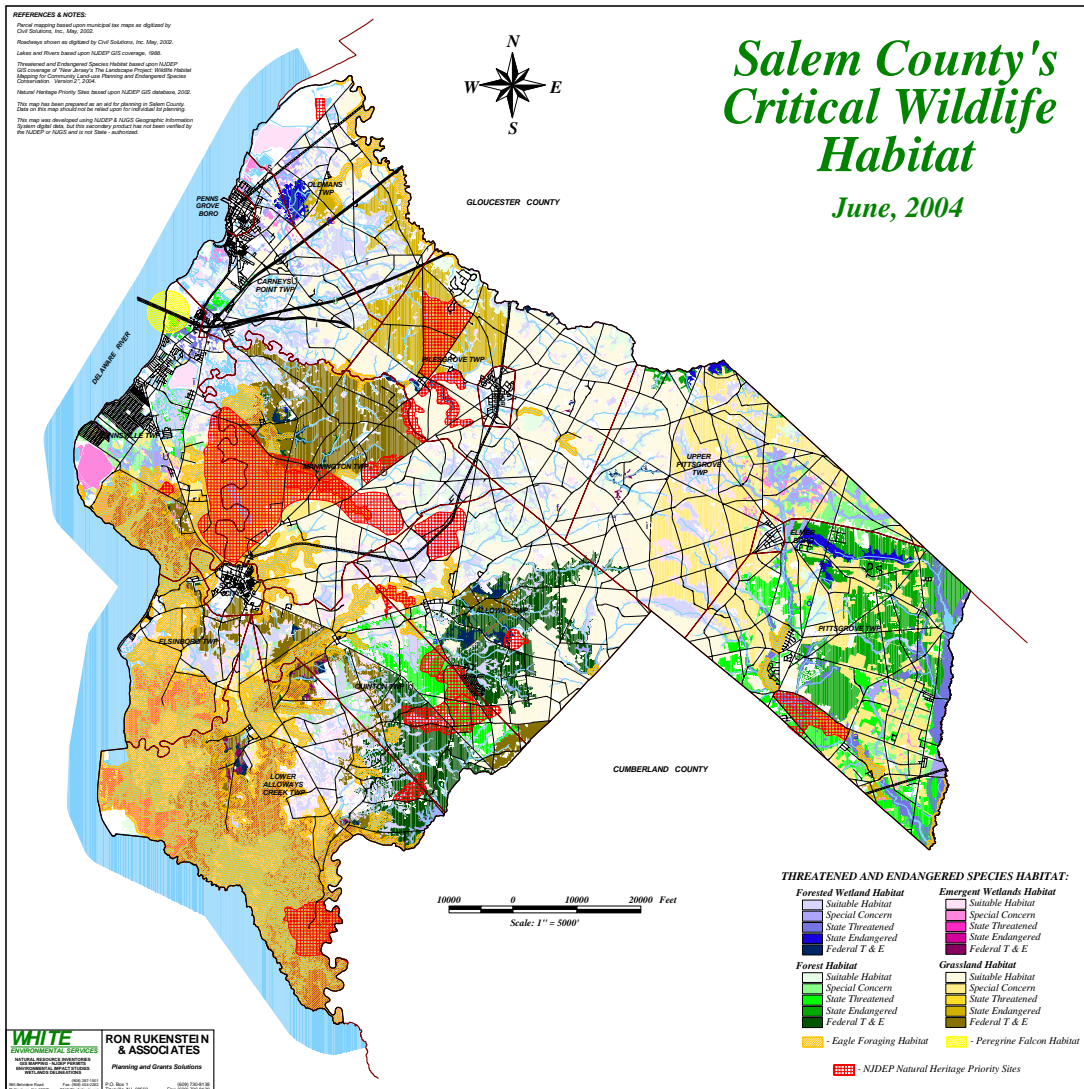
Protected Watersheds (*H14*)

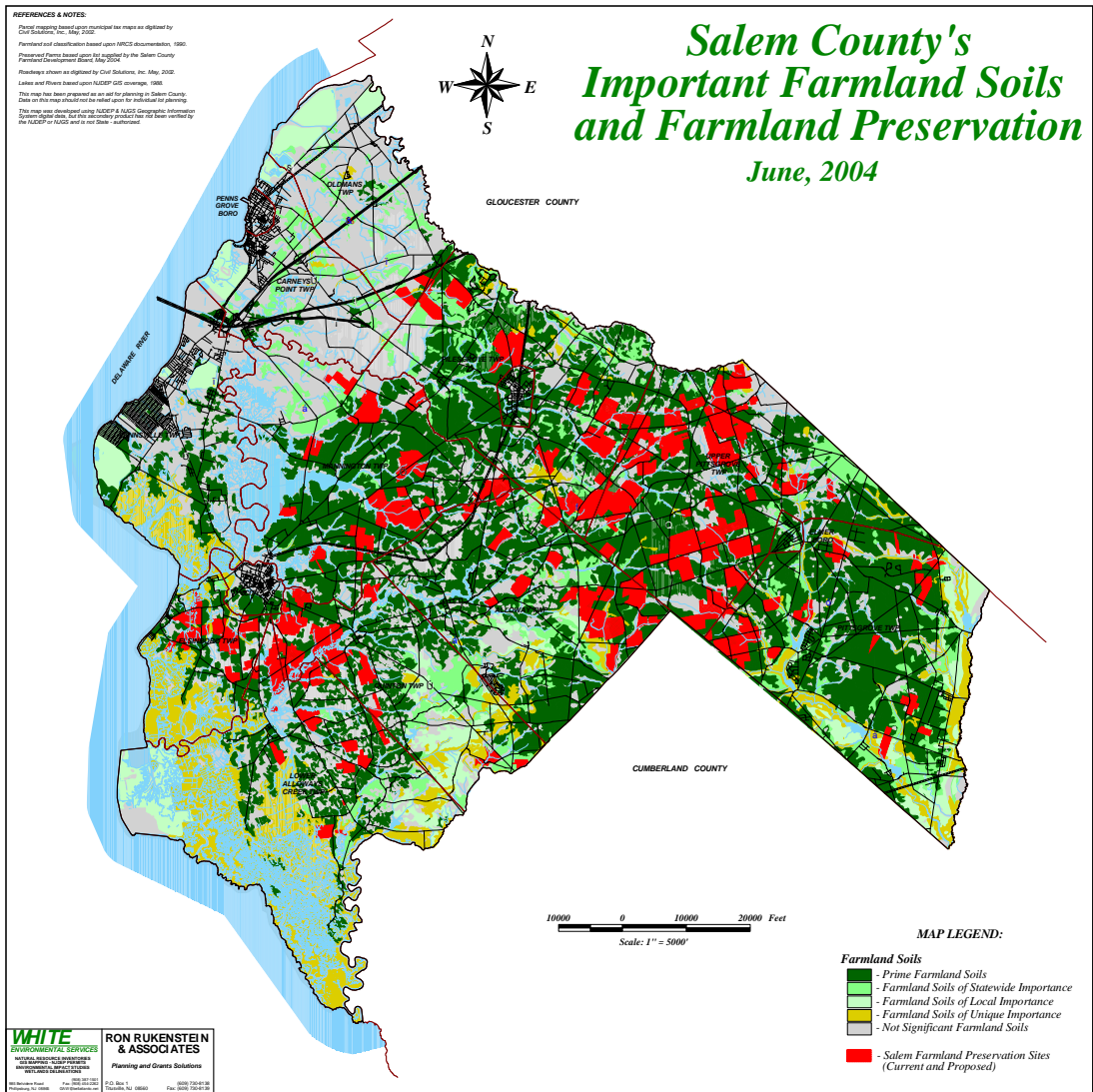
- There is no explanation of how this area is determined.
- This "environmentally sensitive" area has a significant impact upon the CEFO mapping of Salem County.
- It appears that only Category 1 (C1) waters and HUC-14s should be included in this classification. However, the CEFO mapping of these areas is far more expansive than the identified C-1 Waterways to support this designation.

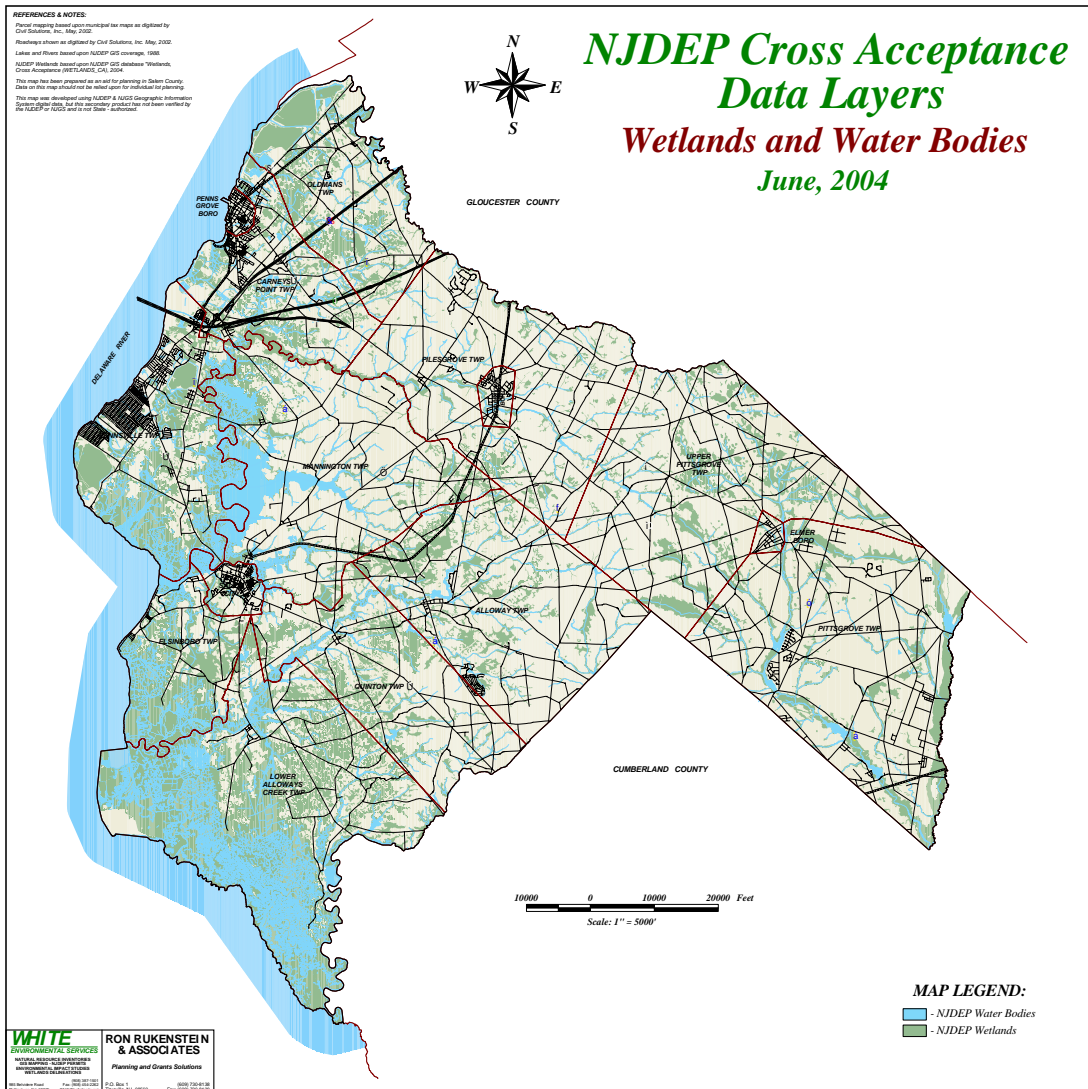
Groundwater Recharge Areas (*GWR*)

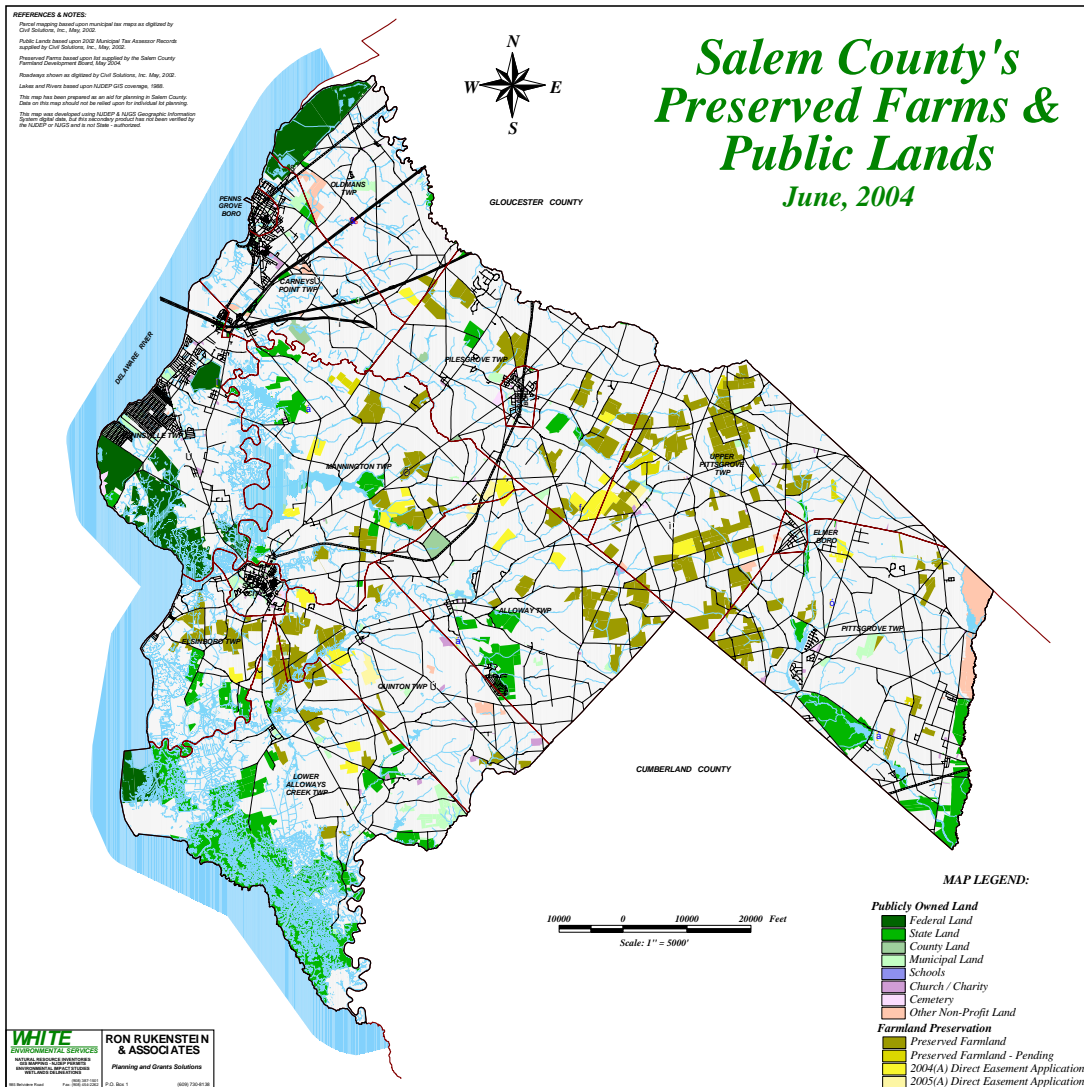
There is no explanation of how this area is determined.

Based upon the State's use of outdated GIS data and the lack of a detailed analysis of the Critical Environmental Factors Overlay, Salem County strongly concludes that this data is currently insufficient for use in planning the future of Salem County. Given the concerns detailed above, Salem County urges the SPC to develop a "vetting process" to verify the underlying data. At a minimum, the SPC should create a process for the County Planning Board to submit data to correct the environmental overlays as site-specific information becomes available.









SALEM COUNTY

OVERVIEW

Located in the southwestern corner of the State of New Jersey, Salem County is bordered by Gloucester County to the north, Cumberland County to the east and south, and the Delaware River to the west. While only 15 minutes from Wilmington, Delaware and 35 minutes to Philadelphia, Salem remains by far the least populated county in New Jersey. In spite of its close proximity to these urban and regional centers, and major roadways such as the NJ Turnpike, I-295, US Routes 40 and 130, and NJ State Highways 45 and 49, only 10 percent of the County's land has been developed for residential, commercial, or industrial use. The remaining 90 percent of the County is dedicated to either farmland or environmental uses such as tidal and freshwater wetlands, lakes, ponds, and forests.

Agriculture has played an important role in Salem County from the time it was inhabited by the Lenni Lenape tribe through the 17th Century arrival of the Swedes, Finns, and Quakers. Today, approximately 40 percent of the County contains productive farmland, largely concentrated in rural central and eastern sections. According to the Census of Agriculture, more than \$67.9 million worth of agricultural products were grown and raised on the 660 farms in Salem County in 1997. Salem ranks first in the State for wheat, barley, sweet corn, and potatoes, and second for milk production, soybeans, asparagus, and corn harvested for grain. Representing more than 10 percent of the State's agricultural market, Salem County is among the State leaders for many other agricultural products as well.

While agriculture is the mainstay of eastern and central sections, western Salem County remains home to industry and the County's major employers. For more than a century, E.I. DuPont de Nemours and Company (DuPont) formed the backbone of that industry. At its peak in 1917, DuPont reportedly employed 25,000 people. By the 1960's, DuPont Chambers Works was the largest chemical factory in the world and DuPont employed 25 percent of Salem County households. Since then, the manufacturing industry in the United States declined, as have the payrolls and outputs of DuPont and other companies in Salem County. Global competition and environmental regulations have led DuPont to relocate many of the site's business lines, cease operations of some altogether, and otherwise downsize its operation at the Chambers Works facility. The corresponding reduction in the industrial tax base, diminished employment opportunities, and significant loss of disposable income in the community have compromised the high quality of life associated with Salem County. By 1999, the County's per capita income was \$20,874 or 23 percent lower than the State's per capita income of \$27,006. Only neighboring Cumberland County was lower than Salem, ranking them as the first and second lowest county per capita incomes in the State.

In recent years, Salem County officials have embraced a growing recognition that economic development is needed to augment the local tax base and to increase employment opportunities for residents.

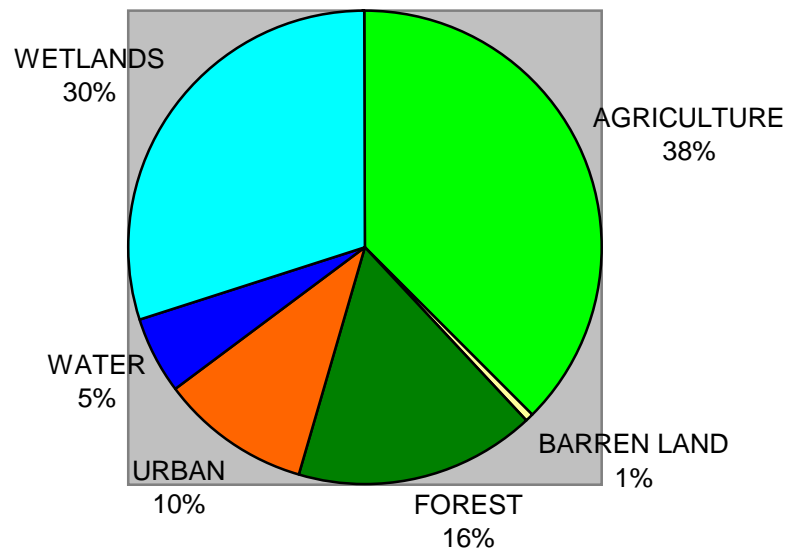
From 1996 onwards, county officials, municipal representatives, business groups, and citizens have collaborated in numerous pre-planning workshops and forums to determine the future of the County. The 2-part consensus of these efforts is that: 1) future growth should be directed to the western end of the County, where infrastructure and major roadways already exist, and 2) growth in the eastern and central portions of the County should be contained to protect the traditional agrarian economy of that area. This vision is consistently represented throughout the County Master Plan. The Growth Management Element of the County Master Plan encourages concentrating development within developed areas, preserving open space, and maintaining the County's rural character and the community character of rural towns and villages. With the recent exception of a specific area in Carneys Point Township, the Agriculture Development Board specifically excludes the I-295 corridor from the County's 188 square mile Agriculture Development Area, and these areas do not appear as prime farmlands in the Office of State Planning database. The County's Economic Development Plan details the need to enhance and sustain rural environments, encourage agribusiness and tourism, and direct future development efforts to those areas most suited to or capable of growth.

Land Use Challenges

Salem County has, for the most part, maintained its traditional industries and land use patterns. In the most densely populated state in the Nation, only 10 percent of Salem County is developed for residential, commercial, or industrial use. More than half of the County's land is dedicated to environmental uses such as tidal and freshwater wetlands, lakes, ponds, and forests (natural habitats for a range of wildlife, some endangered). The remaining land, which totals more than a third of the County, is farmland.

Salem County possesses nearly ideal conditions for proponents of small town living. Large farms line the major roadways and offer scenic views. Industry is limited to the Corridor along the Delaware River, and adjacent Salem City. The Corridor houses 43 percent of the County population, yet comprises only 10 percent of the total land area. Agriculture occupies vast areas in the rural central and eastern sections of the County. Three small, but densely developed municipalities, the Boroughs of Woodstown and Elmer and Salem City, are located in the interior of the County and serve as regional centers of commerce and social activity for the surrounding rural area.

Salem County Total Area Land Uses



Meanwhile, recent trends indicate that development is not occurring as desired. The eastern, rural portions of the County have seen a population increase. Residential developer inquiries have increased dramatically, triggered by a decreasing supply of buildable land in northern and central New Jersey and restrictive State regulations such as the New Jersey Highlands Act. As a result, a County that is relatively unscarred by “sprawl development” now finds itself at risk.

Land use data from the NJ Department of Environmental Protection, from 1986 to 1995, indicates that 3,300 acres were developed from natural ecosystems to urban use. The red circles on the map indicate all the areas where these changes occurred. These red circles correspond with an increase of developed area in Salem County from 8.5% to 10% during this time period. These changes represent lost open space during a time when our County population has remained steady to slightly declining.

REFERENCES & NOTES:

Municipal boundaries based upon Salem County Tax maps as digitized by Civil Solutions, Inc. May, 2002.
Roadways shown as digitized by Civil Solutions, Inc. May, 2002.
Lakes and Rivers based upon NJDEP GIS coverage, 1998.

Developed land based upon NJDEP Land Use / Land Cover GIS Database for 1986-1995. Developed land classified as all land use which changed from a natural land cover in 1986 to any "urban" land use in 1995.

This map has been prepared as an aid for planning in Salem County. Data on this map should not be relied upon for individual lot planning.
This map was developed using NJDEP & NGS Geographic Information System digital data, but this secondary product has not been verified by the NJDEP or NGS and is not State - authorized.

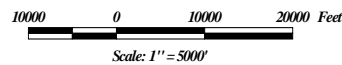


Salem County's Developed Lands 1986 - 1995

May, 2004

GLOUCESTER COUNTY

CUMBERLAND COUNTY



MAP LEGEND:

- Land Developed between 1986 and 1995.
- Salem Municipalities

WHITE
ENVIRONMENTAL SERVICES

**RON RUKENSTEIN
& ASSOCIATES**

Planning and Grants Solutions

985 Salsburg Road, Philadelphia, NJ 08108
P.O. Box 1, Toms River, NJ 08058
Tel: (856) 464-2250
Fax: (856) 464-2250
Tel: (856) 730-8138
Fax: (856) 730-8138

The County Comprehensive Plan - (Growth Management Element)

The 1972 County Comprehensive Plan identified and delineated large areas in the County that it was felt would best support future high and medium density development. The Plan referred to this planned and anticipated development as “urbanization” (broadly defined as any development which requires major urban services such as public sewer and water, additional roads, etc.). The Plan’s “Urbanization” map specifically identified several broad areas for future development:

- The major urban areas of Pennsville, Carneys Point and Oldmans Townships and Penns Grove Borough
- The Pittsgrove and Upper Pittsgrove Townships and Elmer Borough area (i.e., about two-thirds of the area encompassed by the three municipalities)
- Development of an urban “fringe” around Salem City (extending to the Delaware River and east to Alloway Creek) and Woodstown Borough (encompassing a large area of Piles Grove Township)
- An area in the south-central portion of the County, primarily within the eastern portion of Alloway and Quinton Townships

The Plan does not advocate full buildout of the large area identified as suitable for urbanization, but recommends that municipalities further refine this Plan by identifying their growth centers within these generalized areas. In a sense, the 1972 County Land Use Plan represented an initial step in the process that would eventually lead to the State/County growth centers plan and map that was eventually developed as part of cross-acceptance. However, it should be kept in mind that, at that time, the County did not have the State support of the concept (and implementation) of compact urban and rural growth centers. The creation of a State Planning Commission and State Plan has allowed the County to move to this stage of the planning process.

The **Goals** of the County Growth Management Plan are to -

- Preserve and protect the County’s valued resources, including agricultural lands, historic structures and areas, and air and water quality
- Promote the growth and revitalization of urban areas and maintain the community character of rural towns and villages
- Maintain the County’s rural character
- Preserve open space
- Provide public services and infrastructure in a cost-efficient manner

The Salem County Smart Growth Plan

The purpose of this document is to set forth a strategic plan for a western economic growth and development corridor. As a result of the State plan cross-acceptance process, and approved revisions to the State Planning Area Map, a Planned Growth Corridor (Corridor) for Salem County has been indicated at the intersection of the Delaware River and major roadways, where water, electric, gas, sewer, solid waste disposal, and fiber optic infrastructure are already in place. Specifically, the Corridor corresponds to metropolitan, suburban, and fringe planning areas of Pennsville, Carneys Point, Piles Grove, and Oldmans Townships and Penns Grove Borough (Planning Areas 1 - 3).

This strategic plan—the first comprehensive planning effort since 1970, the year of the last Salem County Comprehensive Plan—provides an updated Salem County profile, reviews the

issues and assets of the Corridor initiative, identifies development-oriented goals and objectives, and produces an inventory of next steps and resources needed to realize the Corridor. While this effort focuses its attention on the Corridor, it is necessarily set in the overall context of Salem County. Indeed, it is the overall vision for the County and its corresponding desires that give rise to the Corridor as a facilitating mechanism.

This Smart Growth Plan establishes 10 strategic goals to facilitate the Salem County Vision. These are:

- ❖ Improved availability of County-wide information
- ❖ Increased capacity and support for regional decision-making and implementation
- ❖ Identification, protection, preservation, enhancement of environmental resources
- ❖ Sustainable economic development
- ❖ Redevelopment of urban areas and rural centers
- ❖ Availability of a wide range of appropriate housing options
- ❖ Improvement in educational attainment and performance
- ❖ Augmentation of workforce training programs and facilities
- ❖ Maintenance and upgrades of a safe and energy efficient transportation system
- ❖ Regionalization of infrastructural systems and resources

Thus, this Plan seeks to provide a framework to promote smart growth within the Planned Growth Corridor while enhancing the County's highly desirable rural character, wide-ranging environmental features, and attractive quality of life. With the assistance of the participating municipalities the completed Plan will be used as a standard upon which to measure and formulate local plans and ordinances. With financial and technical assistance from the Office of Smart Growth, the completed Plan will be submitted to the State Planning Commission to obtain regional plan endorsement.

Accordingly, the Plan reflects an increased emphasis on regional planning to address concerns that span municipal boundaries such as transportation, land use, economic development, infrastructure, and conservation planning consistent with the goals and objectives of the State Plan, the County Growth Management Plan, and plans of the municipalities in the Corridor.

Projections

Population Projections and Estimates

- 1980 – 64,676
- 1990 – 65,294
- 2000 – 64,285
- 2005 – 64,446 (SJTPO Projection)
- 2015 – 66,435 (SJTPO Projection)
- 2025 – 67,500 (SJTPO Projection)

Population projections: The County staff relied on two sources of data for municipal projections: on the South Jersey Transportation Planning Organization (SJTPO) Regional Transportation Plan Update and the Population and Employment Projection tables in the Preliminary State Plan based on the 2000 Census and data from the New Jersey Department of Labor and The New Jersey Metropolitan Planning Organizations (MPO). Although Salem County experienced a population decrease of 1,009 persons between 1990 and 2000, the projections for 2025 show an increase. SJTPO population projection for 2025 of 67,500 persons is identical to the projection indicated by the MPO; a substantial increase of 3,054 persons between 2005 and 2025.

Population Analysis

While proximate to several densely developed areas (Wilmington, Philadelphia, the Vineland-Millville-Bridgeton area, and suburban Gloucester County), Salem County remains by far the least populated and least densely developed county in New Jersey. Cape May, the second least populated county, has over 50 percent more people than Salem County. By maintaining its rural character and limited population, Salem County need not address the costs endemic to areas with increasing population such as larger school systems and soaring municipal costs.

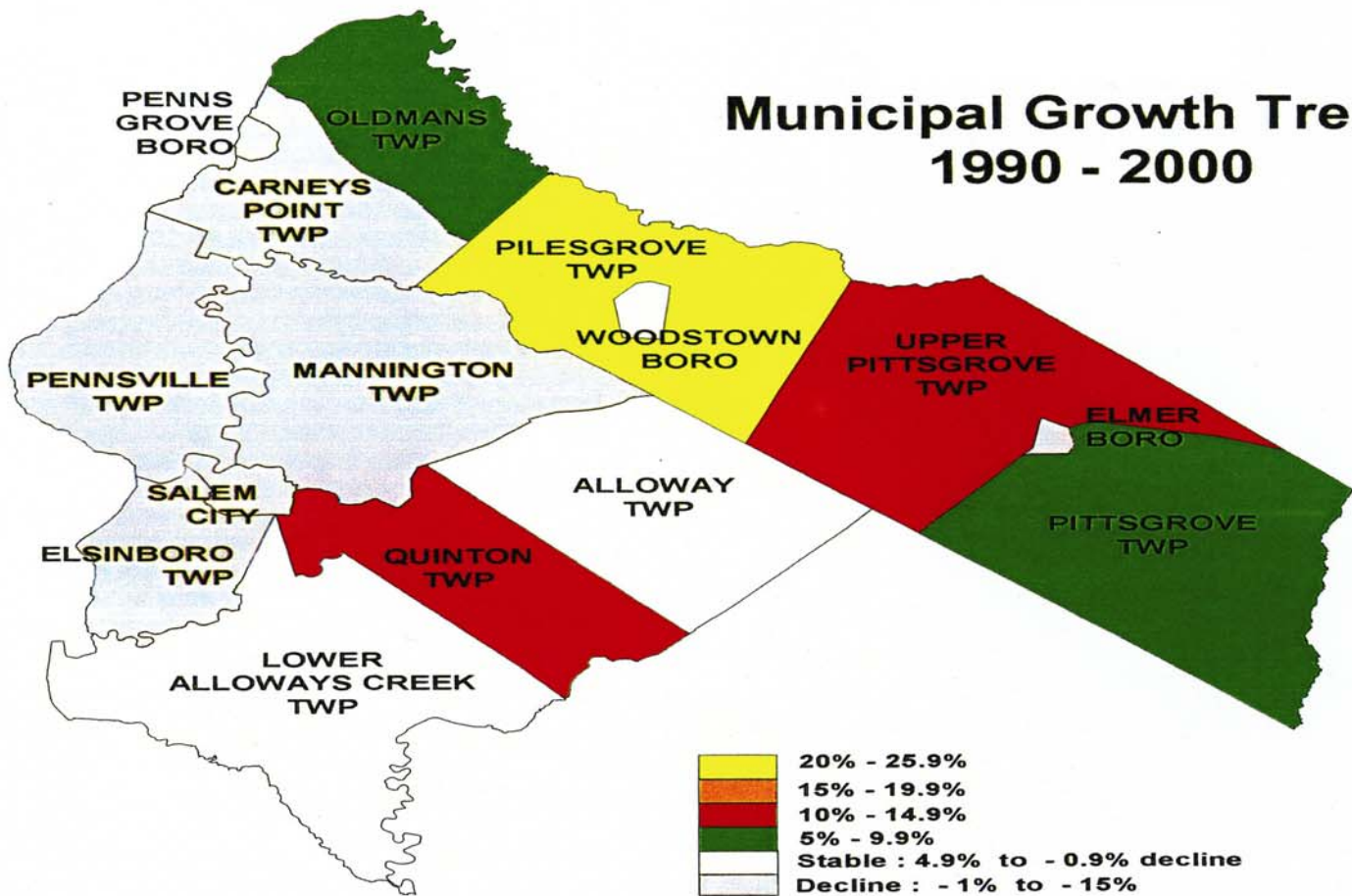
With a population decline of nearly 2 percent (1,009), Salem County also was the only New Jersey county to experience a decline in population over the past 10 years (2000 Census). The 2000 Census indicates the Salem County population is 64,285, totaling less than one percent of the State's population (8,414,350). The County's population has remained virtually unchanged since 1980 (64,676). Neighboring Gloucester and Cumberland Counties increased their populations by 10 percent (24,591) and 6 percent (8,385) respectively during the same time period.

Salem's population is spread out over 338 square miles, making it the 10th largest county in New Jersey (out of 21 counties). As a result, Salem County is by far the least densely populated county in the State, with approximately 200 persons per square mile. By comparison, neighboring Gloucester County has more than 700 persons per square mile and Hudson County, New Jersey's most densely populated county, has more than 12,000 persons per square mile.

Despite this extended slow growth period, there are some high growth areas in Salem County. The leading population-growth municipalities during the past decade were Pilesgrove, Quinton, Upper Pittsgrove, Pittsgrove, and Oldmans. It should be noted, however, that while there was an increase in the population of Oldmans and Quinton during the past decade, these increases were offset by a decline of population in the 1980-1990 period. Conversely, both Alloway and Lower Alloway Creek experienced a loss of population during the past ten years, which was offset by increases from 1980-1990. The other 8 municipalities in the County saw a decline in their population during both the past 2 Census periods.

Clearly the trend within the County is a population shift from the western areas to the more rural central and eastern areas. Pittsgrove Township, located at the eastern end of the County, is the fastest growing municipality. Pittsgrove's development pressures are related to growth along NJ Route 55, which provides access to the more developed and populated labor areas in Vineland-Millville, Camden, and Philadelphia. Pilesgrove has become a prime target for growth from Gloucester County with both US 40 and NJ 45 traversing the center of the Township. Upper Pittsgrove also is located near US 40 and NJ 55. The population increase in these three municipalities has occurred despite the lack of public sewer or water infrastructure.

Municipal Growth Trends 1990 - 2000



Population within the western growth corridor has fallen since 1970. Carneys Point, Penns Grove, and Pennsville lost 9, 7, and 4 percent of population respectively over the past 10 years. Immediately south and west of the growth corridor, Salem City and Mannington lost fifteen and 8 percent of population respectively during this time period. This trend may be attributable, in part, to downsizing at DuPont Chambers Works. More than 4,000 people were employed in moderate to high paying jobs at this facility in the mid-1980s; now there are approximately 1,200. Some of the former employees have been unable to find suitable alternative employment in the area and the stagnation of employment opportunities has contributed to a population loss. Population projections should consider these past trends in light of current development plans and visions for growth management within Salem County.

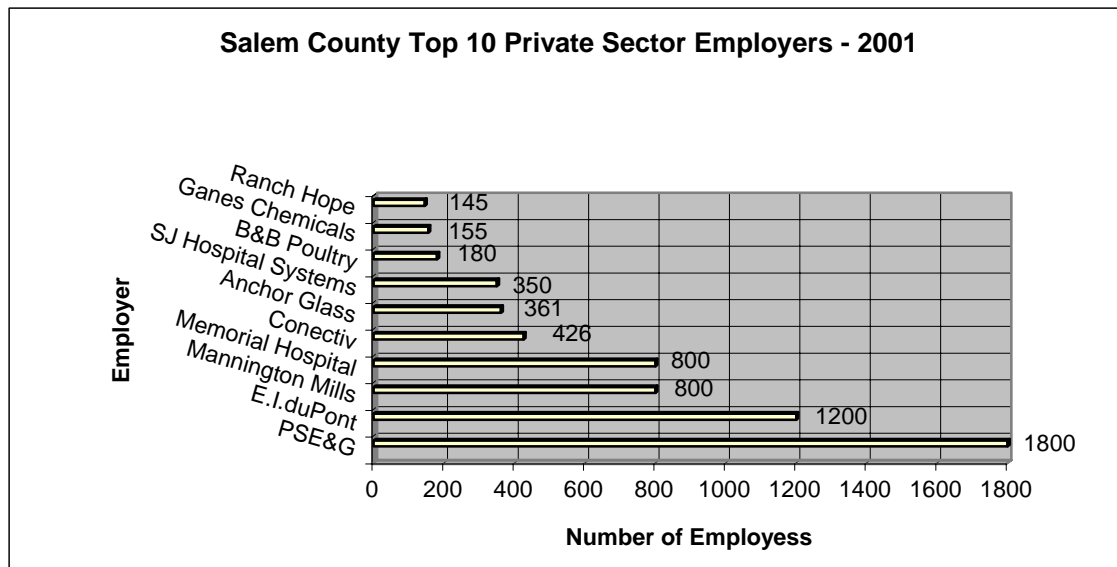
SALEM COUNTY - POPULATION GROWTH TRENDS—1980-2000

Municipality	Census 1980	Census 1990	Census 2000	1980-1990		1990-2000	
				Amount	% Inc	Amount	% Inc
Pittsgrove	6954	8121	8893	1167	16.8%	772	9.5%
Pilesgrove	2810	3250	3923	440	15.7%	673	20.7%
Upper Pittsgrove	3139	3140	3468	1	0.0%	328	10.4%
Oldmans	1847	1683	1798	(-164)	(-8.9%)	115	6.8%
Quinton	2887	2511	2786	(-376)	(-13.0%)	275	11.0%
LAC	1547	1858	1851	311	20.1%	(-7)	(-0.4%)
Alloway	2680	2795	2774	115	4.3%	(-21)	(-0.8%)
Woodstown	3250	3154	3136	(-96)	(-3.0%)	(-18)	(-0.6%)
Elsinboro	1290	1170	1092	(-120)	(-9.3%)	(-78)	(-6.7%)
Mannington	1740	1693	1559	(-47)	(-2.7%)	(-134)	(-7.9%)
Elmer	1569	1571	1384	2	0.1%	(-187)	-11.9%
Penns Grove	5760	5228	4886	(-532)	(-9.2%)	(-342)	(-6.5%)
Pennsville	13848	13794	13194	(-54)	(-0.4%)	(-600)	(-4.3%)
Carneys Point	8396	8443	7684	47	0.6%	(-759)	(-9.0%)
Salem City	6959	6883	5857	(-76)	(-1.1%)	(-1026)	(-14.9%)
Salem County	64676	65294	64285	618	1.0%	(-1009)	(-1.5%)

- **Employment Projections** – The County staff relied on two sources of data for municipal projections: on the South Jersey Transportation Planning Organization (SJTPO) Regional Transportation Plan Update and the Population and Employment Projection tables in the Preliminary State Plan based on the 2000 Census and data from the New Jersey Department of Labor and The New Jersey Metropolitan Planning Organizations (MPO). It is anticipated that there will be an increase of approximately 10 percent or 2260 jobs between 2000 and 2025.

Employment Analysis

Salem County maintains several major employers in the chemical, utilities, and manufacturing fields. In fact, Salem County's 4 major employers account for 4,600 or more than one out of every 4 (26 percent) non-retail, private sector jobs in the County. In October 2001, as documented by the Salem County Department of Economic Development, PSE&G, DuPont, Mannington Mills, and Memorial Hospital combined for 80 percent of employment among Salem County's top 10 private sector employers.



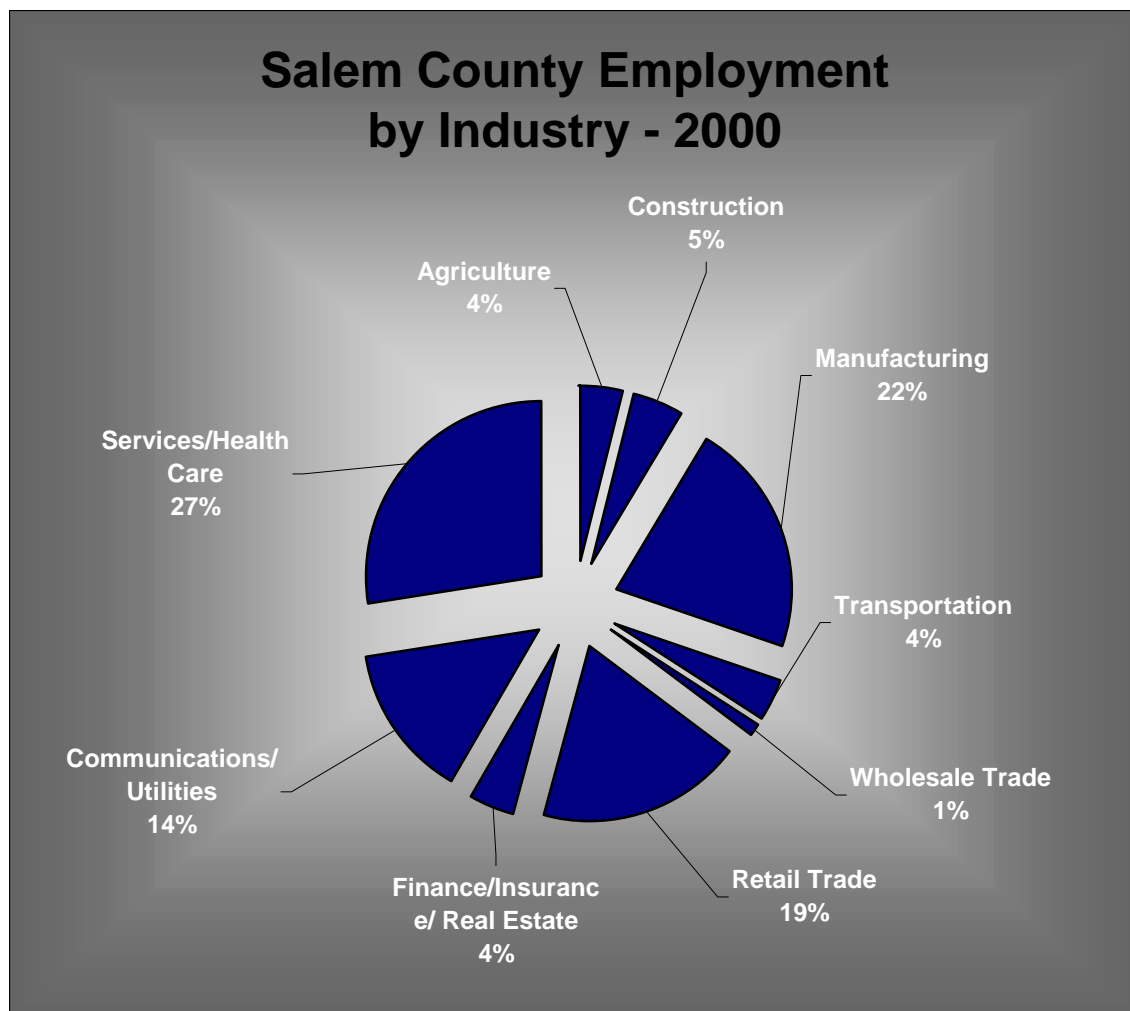
Employment Breakdown by Industry

There are several notable differences between Salem County and State industrial composition. Specifically, the County maintains a greater proportion of jobs in manufacturing (13 to 19 percent) and transportation/public utilities (7 to 14 percent) due in large part to DuPont and PSE&G. However, the County is also able to maintain a smaller proportion of jobs in trade (17 to 23 percent) and services (27 to 32 percent), due to the concentration of warehouses and business services in the surrounding areas.

The industry mix helps account for the lagging covered employment figures (the number of people employed in Salem County) detailed in Part V below. Since 1992 an increase in the

Southern Regional Labor Market's nonfarm employment has been centered in the service-producing industry with more than 9 out of every 10 jobs (92.2 percent) occurring in this sector. Consistent with State trends, the largest growth areas within the service industry are in the following areas: employment agencies, health and social services, advertising, and computer programming.

Statistics in the Southern Regional Labor Market show that the service industry continued to fuel new job growth in the year 2001 (February-July) with a majority of employment growth in services (+2,200) and finance (+400)¹. These growth sectors are currently underrepresented in the Salem County economy.

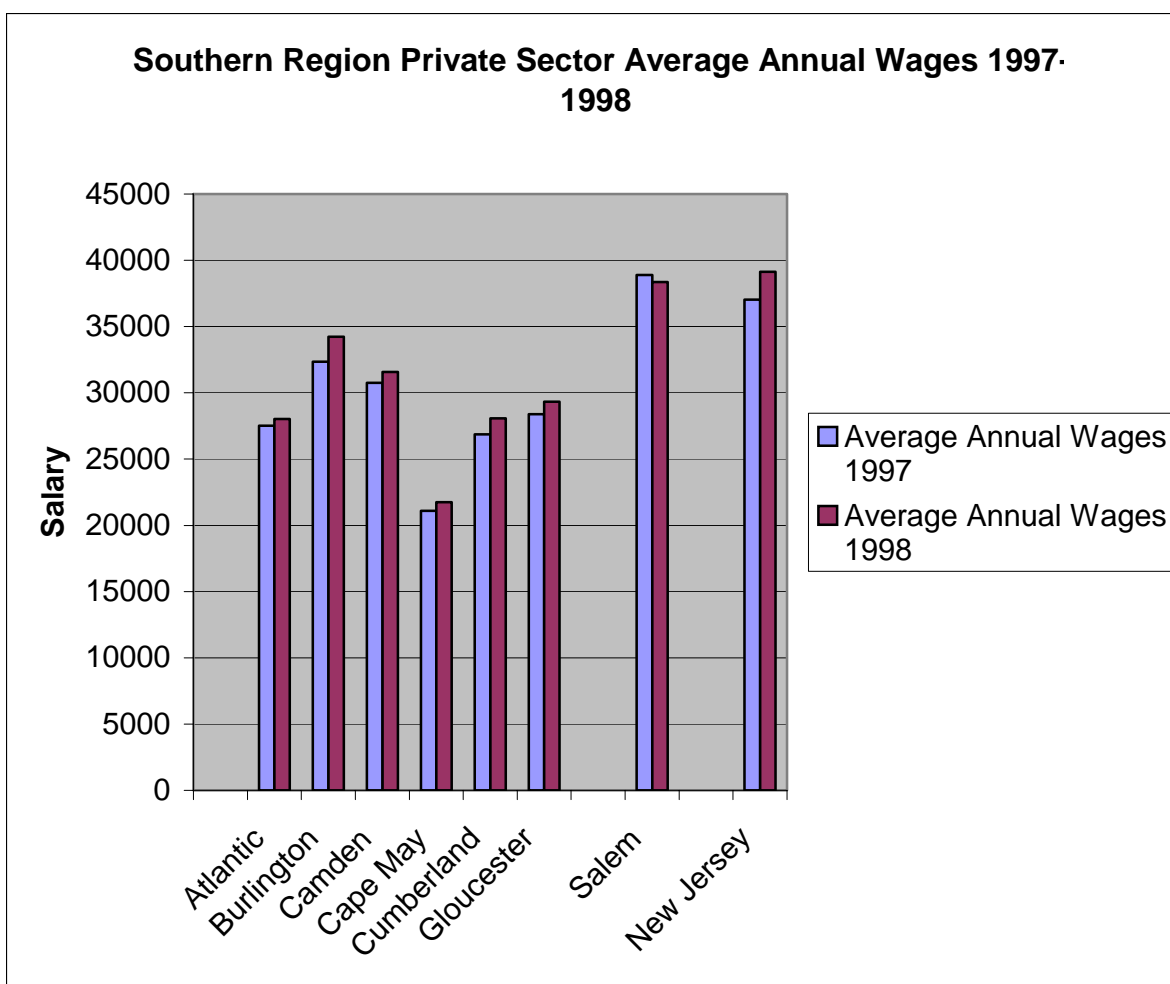


(Source: New Jersey Department of Labor, New Jersey Employment and Wages: 2000 Annual Private Sector Report)

¹ *Employment & the Economy: Southern New Jersey Region*, Number 142, July 2001

Wages

Salem County maintains the highest annual wages in comparison to other counties in Southern New Jersey, even while residential incomes are among the lowest. In 1998, the average annual wage in Salem County was \$38,349, only slightly less than the State's average of \$39,349. These wage levels can be linked to a concentration of employment in the high-paying public utilities and manufacturing sectors. However, due to employment downsizing and special skill requirements among major employers such as PSE&G and DuPont, few of these positions are available to entry-level workers. By and large, youth in Salem County must travel to Cherry Hill, New Jersey and Wilmington, Delaware in order to secure entry-level technical positions.



Covered Employment

In 2000, covered employment (the number of people employed) in Salem County was 17,509 individuals. The chart below shows Salem County's employment trends over the past 20 years in relation to its surrounding Counties and State. In comparison, Cumberland, Salem, and Camden were the only counties not to match or exceed the State's percentage of growth over that same time period. While Cumberland was the only county to show negative returns in terms of job growth, Salem remained virtually neutral, gaining only a half-percent gain over the past 20 years.

Private Sector Jobs Covered by Unemployment Insurance

	1980	1985	1990	1995	2000	1980-2000	1980-2000
Southern Region County	# of Jobs/ % of State	# of Jobs/ % of State	# of Jobs/ % of State	# of Jobs/ % of State	# of Jobs/ % of State	Change by Percentage	Change in Percent of State Jobs
Atlantic	76,928 3.0%	104,951 3.7%	120,298 4.0	118,730 3.9	124,544 3.7	62%	0.7
Burlington	79,892 3.1%	105,292 3.7%	125,893 4.1%	132,662 4.4	153,137 4.7	92%	1.6
Camden	139,365 5.5%	164,109 5.7%	171,431 5.6%	164,528 5.4%	166,631 5.0	20%	-0.5
Cape May	25,968 1.0%	28,666 0.9%	30,307 1.0%	33,159 1.1%	35,144 1.0%	35%	0
Cumberland	45,087 1.7%	42,818 1.4%	48,004 1.6%	45,593 1.5%	44,869 1.3%	-0.40%	-0.4
Gloucester	45,983 1.8%	51,826 1.8%	58,839 1.9%	67,886 2.2%	72,971 2.2%	59%	0.4
Salem	17,418 0.7%	23,629 0.8%	19,961 0.6%	19,287 0.6%	17,509 0.5%	0.50%	-0.2
New Jersey	2,530,556	2,869,833	3,036,932	3,017,640	3,352,822	32%	N/A

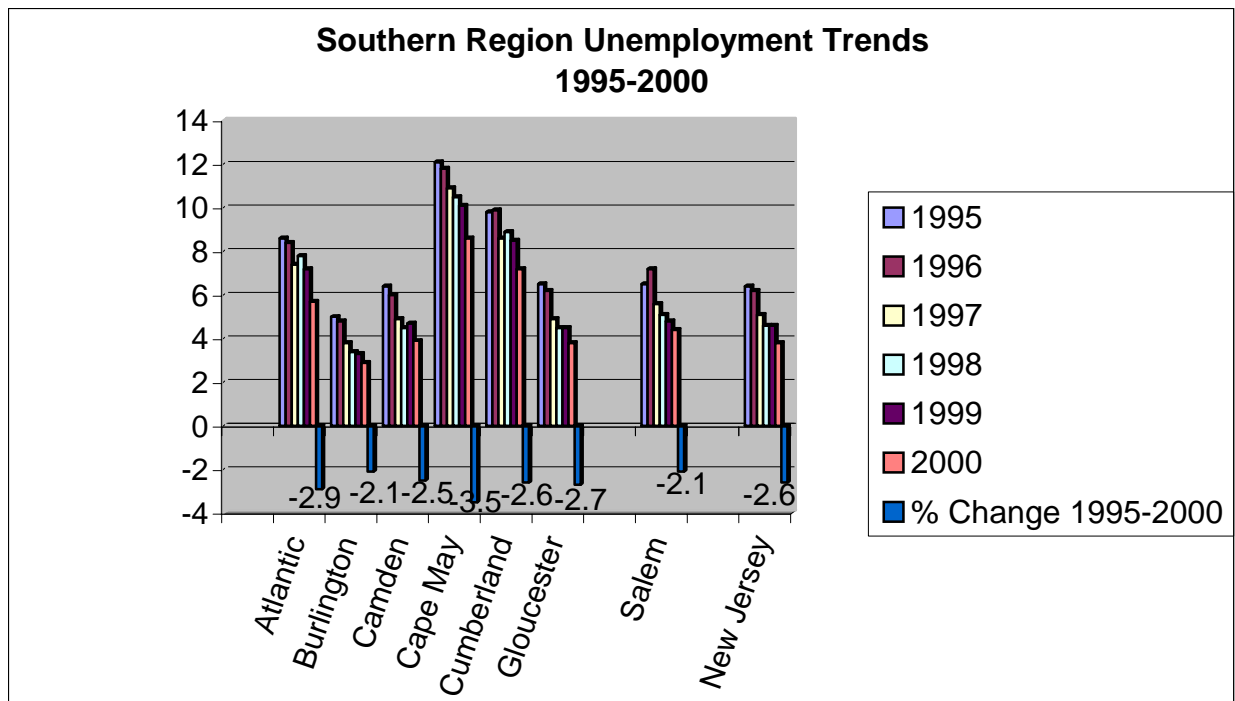
(Source: County Trends for September of Selected Years; NJ Department of Labor)

Labor Force

Consistent with population trends, Salem County's labor force has been virtually level over the past 20 years, increasing 1.3 percent from 1980-2000, while the State's labor force as a whole increased 16.5 percent. However, as detailed in Figure 1.1, Salem County maintains strong employment levels on a regional basis in comparison to other South Jersey Counties. The unemployment rate in Salem County has improved from 7.4 percent in 1980 to 4.4 percent in 2000. Salem County's 2000 unemployment rate is fourth among the 7 South Jersey Counties, considerably below the unemployment rate in Cumberland and Cape May Counties (7.2 and 8.6 percent respectively).

Salem City and Penns Grove Borough are notable exceptions with regard to the Salem County's lower unemployment rates. With unemployment rates above 9 percent and downtown areas characterized by vacant commercial buildings, Salem City and Penns Grove Borough are among the most distressed small cities in the State, qualifying them for Urban Aid. Penns Grove Borough and Salem City are ranked sixth and 34th respectively on the 1996 (most recent) Municipal Distress Index.

Based upon a slight increase in labor force and decrease in covered employment over the past twenty years, Salem County residents must increasingly seek employment outside the County. This suggests a need to create more jobs and business within Salem County, as well as the need for a better match between available opportunities and skills.



Review of Plans, Regulations and Studies

Salem County Planning Reports:

- Smart Growth Plan for the Planned Growth Corridor - 2004
- County Comprehensive Development Plan -1972
- Draft County Comprehensive Plan- Growth Management Element -1998
- Traffic And Transportation Plan and Report -1996
- County Road Accident Study -1997
- Services and Facilities -1993
- Natural Features -1993
- Annual Development Review Summary -1998
- County Data Book - 1995

Other Reports /Studies (completed in cooperation with the County Planning Office)

- SJTPO Regional Transportation Plan
- SJTPO Transportation Improvement Program and Study and Development Program -Annual
- Port of Salem Area Transportation Needs Assessment Study (SJTA) -1996
- NJ49 Traffic Study - Pennsville Township (SJTPO)

REQUIRED ELEMENTS

KEY CONCEPTS

<p>The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts” -</p>

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The list of County Plans can be seen in Section I-J. The County is currently updating its Comprehensive Plan and its Open Space Element.

b. Collaborative - The revised County Plan will examine the relationship of its plan with the Plans and Planning Area / Centers maps of the surrounding Counties of Cumberland and Gloucester.

c. Citizen Based - All County Plan and study reports are distributed to municipal planning boards. The County Planning Board periodically distributes a newsletter, which lists available County Planning reports and plans. The County will update its homepage to include this information.

d. Capacity Based - The capacity of the County’s infrastructure (particularly public sewer, public water, and roads) and the need to protect its natural resources are a major consideration in the development of the County Plan. The primary goal of the draft County Plan is to channel

development into existing communities that can accommodate growth and away from the undeveloped or sparsely developed environs.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The County planning process, and those planning activities which the County is involved in, incorporates numerous regional planning-related considerations, including:

- Regional transportation planning in cooperation with SJTPO (encompassing Salem, Cumberland, Cape May and Atlantic Counties), which also includes regional air quality planning considerations
- Cooperation with and active participation in the interstate Delaware Estuary Program

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions- The County's agricultural land preservation policies are supported by its investments in its land easement preservation efforts, coordinated through the County Agricultural Development Board. The transportation needs (e.g., road improvement, bridge replacement) generally or specifically identified in the County's Transportation Plan and the SJTPO Regional Plan (which includes the County) are addressed through studies and capital improvements funded by the Federal, State and County governments. The County runs and partially funds its own bus system (Salem County Transit) and has its own regional park (Camp Crockett). The County also owns the rail line (West Jersey Branch Line) running from Salem City to Gloucester County. The line is leased to a private carrier for freight transport.

b. Regulatory Actions- The County's Transportation Plan is implemented by the County Development Review standards

c. Programs - The County is involved in a number of programs that support its planning goals and policies, including the:

- Delaware Estuary Program
- County Agricultural Development Program
- SJTPO Transportation Improvement Program (and other similar transportation facility programming efforts)
- County Economic Development Seminars - which have focused on topics such as land conservation in new residential developments (presented by Randall Arendt), revitalization strategies for improving central business districts, and the State Plan and cross-acceptance process (presented by the County Planning staff)

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

County officials have, in their planning processes, responded to this general concept:

- They are aware of the fiscal consequences of unmanaged growth (suburban sprawl) and actively participate and work with the State to implement the vision of the State Plan.
- They require developers of major subdivisions/site plans to contribute road widening and drainage easements for the improvement/maintenance of the County road and drainage

However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The County is currently revising its County Plan to reflect the growth management strategies of the State Plan, and is currently developing a watershed management plan to improve water quality and reduce non-point source pollution (through monitoring, public education, etc.)

The Planning policies of the SJTPO Regional Transportation Plan (developed in cooperation with the County) address problems of air pollution and congestion (and support the growth management strategies of the State Plan).

b. Investment Policies –

- The County partially funds its agricultural land easement purchase program
- County road/bridge improvements and traffic studies (e.g., to reduce congestion) are funded by the County or through a combination of Federal/State/County funding (primarily through SJTPO)
- The County partially funds its County transit system (SCOT), which helps to reduce reliance on personal vehicles
- The County Planning Department has secured a grant to develop a home page focusing on the importance of protecting the County's water quality (targeted for school age children)

c. Regulatory Actions - The County Development Review Ordinance implements the transportation improvement policies (including those relating to improvements that would increase road capacity and improve traffic flow) of the County Transportation Plan

The maintenance and revitalization of existing communities

One of the primary objectives of the draft County Plan- is to maintain, improve and enhance existing communities to allow them to function as growth centers

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The County supports this concept in its existing and draft Comprehensive Plan and, to the degree possible, will continue to assist municipalities and the State in the process of implementing this concept.

Mapping of Community Development boundaries

The County mapped its development boundaries during last round of Cross-acceptance. During this round of cross-acceptance, the municipalities reviewed and, where they felt it necessary, revised their center boundaries.

The identification of cores and nodes as places for more intensive redevelopment

Cores and nodes are identified for municipalities within the Metropolitan Planning Area.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- Newsletters are put out by selective County Departments and the Salem County Government, which are distributed to the public or (at the least) to municipal planning boards.
- NJ Transit and the County's SCOT system provide service to residents within the County's urban region and to Philadelphia and Wilmington
- The County Planning staff and other County departments are actively cooperating with the State's consultants currently developing the County's Work-First New Jersey program
- Transportation for the elderly and handicapped is administered by the County Office on Aging

The protection, restoration and integration of natural resources and systems

The GIS mapping of natural systems (from various sources, including DEP) is maintained by the County Planning Office. Digital data includes soils, wetlands, floodplains, etc.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

County recommendations primarily relate for the need to:

Continue to develop programs, funding sources, studies, etc., to:

- Implement the centers concept and improve the development potential of designated centers (e.g, studies of alternative wastewater systems technology, increased funding for the grant earmarked for designated centers)
- Preserve and protect the environs, watershed, and water quality (e.g., increased funding or new funding sources for farmland and open space preservation)

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The County needs to update and adopt its Comprehensive Plan when the Centers/Planning Area Map is finalized (i.e., after Negotiation Phase)

NEGOTIATION AGENDA

There are several Planning Area boundary changes proposed by Salem County municipalities that will be subject of negotiations during the next phase of cross-acceptance. Other issues subject to negotiation, such as the addition or deletion of identified centers (i.e., those identified during the last phase of cross-acceptance), and recommendations relating to the need for additional programs to implement the State plan, need to be determined by the State prior to the Negotiation Phase.

Alloway Township

Mayor:	William Rex Cobb
Cross-Acceptance Meeting Date:	September 8, 2004
Population – 2000 Census:	2,774
Number of Households:	995
Total Area in Square Miles:	33.17
Population Density Per Sq. Mile:	84.5

OVERVIEW

General Description/Major Considerations

Alloway Township is a rural municipality located in the central (southwestern) portion of the County. The municipality has one major village (Alloway Village), which includes the Township's commercial district, compact residential development and basic services. There are also several large residential subdivisions (e.g., Paradise Lakes and Alloway Woods) scattered throughout the Township and, as a result of this type of development activity, the Township has been (i.e., within the last 10- 15 years) and continues to be one of the traditionally more stable growth areas in the County. The population of Alloway has increased only by 94 residents (or four percent) over the past 20 years, increasing 115 persons between 1980 and 1990 and decreasing by 21 people between 1990 and 2000.

The basic goals of the Township Master Plan (1975) that relate to the State Plan, are to:

- Preserve farming operations on prime agricultural land
- Retain rural character and environment
- Evaluate various land use techniques to preserve open space
- Identify and preserve historic sites
- Revitalize and reinforce the identity of the Village
- Provide for adequate community facilities- e.g.,- water and sewer
- Encourage active, viable commercial areas and the location of light industry
- Sustain and improve the Township's tax base
- Provide for an adequate and diversified housing supply in appropriate residential neighborhoods with adequate infrastructure
- Prevent uses incompatible with residential development to avoid declining residential values
- Develop a safe, efficient circulation system that is coordinated with land use and reduces congestion and density in residential areas

The Township's 2003 Master Plan Re-examination Report concluded that there have not been any significant changes in the assumption, policies and objectives forming the basis for the master plan or development regulations as last revised. The Planning Board did adopt the

following recommendations to be implemented as a result of the 2003 Re-examination of the Master Plan:

- Study neighboring township's zoning ordinances
- Clearly define "rural" in the ordinance and plan
- Obtain neighboring township's GIS zoning maps
- Define Smart Growth as it relates to Alloway Township
- Determine the number of farms and farmers in the Township
- Examine the physical zones for suitability
- Look at lot sizes in all zones
- Review and define conditional uses as they apply to Alloway Township
- Review wording in cluster development regulations for technical accuracy
- Re-visit the 3-year forgiveness clause in the minor subdivision regulations
- Create a village center mixed-use ordinance and complete the "Village Center" designation for Alloway
- Review the historic district and prepare guidelines and zoning regulations for activities with the district
- Prepare an inventory of State owned lands and amend zoning map to reflect State ownership

However, recent subdivisions indicate a surge of development activity, sparking debate among public officials and residents regarding the best approach to preserve the Township's rural character. Three housing developments representing over 100 new homes are approved or pending Planning Board review. In November, Township residents approved a non-binding referendum to increase minimum lot sizes to two acres in the low-residential and agricultural zones.

There were no "Redevelopment Plans" as defined in the Statutes to be incorporated into the Master Plan and Zoning Ordinance at the time of the adoption of this report.

Planning Areas

Planning Areas - All of the Township is Rural - PA4a, with the exception of State-owned parklands.

Proposed Revisions / Boundary Changes

- **Centers** - The Township has one proposed Center (Village) - Alloway Village. In mid-1997, the Township submitted a petition/report for the designation of Alloway Village. Named after a Lenni Lanape Indian Chief, Alloway Village was established in 1700 and today serves as a commercial center boasting a wide range of historic architectural styles. To date, no final action has been taken on this petition.
- **Planning Areas** - No proposed changes

Compatibility of Township Plan/Zoning map with the proposed Centers/Environs map

- **Village Center** -The proposed Center is compatible with municipal Zoning and the Township Land Use Plan (1975). The Center area is planned and zoned for a relatively high-density residential development and mixed use development. It should be noted that the area encompassed by the proposed Village Center will now be served by public sewer.
- **Environs** - The Township is designated as a Rural Planning Area (PA4-A). The environs within the Rural Planning Area are, for the most part, zoned for relatively low-density residential development. Alloway Township enjoys excellent farmlands with a high percentage of prime soils. The Township has several preserved farmlands and State-owned lands as well as large tracts of wetlands, woodlands and dams.

Population and Projections

1980 – 2,680

1990 – 2,878

2000 – 2,774

2005 – 2,774 (SJTPPO Projection)

2015 – 2,775 (SJTPPO Projection)

2025 – 2,777 (SJTPPO Projection)

- **Population projections**, as developed for the SJTPPO Regional Transportation Plan for the year 2025 indicate no increase in population for the Township.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 46 jobs in the Township between 2000 and 2025 as projected by SJTPPO.

Municipal Concurrence with The State Plan Vision Statement

The fact that the Township has submitted a request to the State Planning Commission for Center designation is a strong indication that the Township is in agreement with the State Plan “Vision Statement”. The Township Plan and ordinance and infrastructure plan (i.e., the provision of sewer service in the proposed Center) are intended to encourage growth in the proposed Center of Alloway Village. However, given the high population projection and the zoning in the Township’s “Low” and “Medium” Residential zones, some growth will probably occur in the environs.

The Township’s 1996 Master Plan Re-evaluation Report reiterated its basic goals- i.e., to “preserve its rural environment with its open space, low density of housing, and small town quality of life, while at the same time maintaining its agricultural economy”. The Report examined each of the Township goals, discussed the degree to which they have been achieved, and made recommendations for action where it was felt that more needed to be done to achieve the goals. The Reevaluation Report, along with the Township’s Center Designation Report, represent excellent action plans for the implementation of the State Plan Vision Statement.

It should be noted that the Township has created an Environmental Commission to work in cooperation with the Township Planning Board and to review Township plans and development applications.

The Township's development regulations (and amendments) contain several noteworthy ordinance elements that support the "Vision Statement" of the State Plan including:

- Historic Preservation District regulations
- "Right-to-Farm" element
- Cluster Development element
- Requirement for and environmental impact statement for major developments

Potential Issues /Identified Problems

- **Preservation of Environs** - The need for additional or increased funding, programs and legislation (such as Transfer of Development Rights Legislation) to assist the Township in its efforts to preserve agricultural lands.
- **Economic Development** - The need for ratables in the Township such as light industry or, more realistically, agricultural-based industry to service its existing farm community.
- The need to develop strategic plans to preserve rural character, open space and agriculture.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff review the following:

- Comprehensive Development Plan - 1975
- Plan Re-examination Report – 1989, 1996, 2003
- Land Development Ordinance – amendments 1979-2001

REQUIRED ELEMENTS

KEY CONCEPTS

<p>The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following "Key Concepts" -</p>

Planning is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 1975 Master Plan includes the following Plan elements:

- Transportation
- Community Facilities
- Proposed Land use
- Environmental assessment of the Plan

As with a number of municipal plans and ordinances, other elements (historic preservation, economy, housing) are addressed in the “background” section. The Recycling Element is a separate report.

b. Collaborative - The 2003 re-examination plan does address the relationship of its Plan/zoning with contiguous municipalities.

c. Citizen Based - The Township did notify its citizens of the draft Plan through all of the required notices and public hearings.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly the need for public sewer, public water) and the importance of preserving its natural resources were major considerations in the Township’s Planning efforts and the main reason the Township has been working to provide public sewerage to Alloway Village. Previously, the Village did not have the capacity of accommodate the residential development or infill that would allow Alloway Village to function as a “growth center” (as envisioned in the State Plan). The Township has stated in its Centers Designation Report that it is “*strategically planning its wastewater system to guide development into the Village*”.

Recently, Alloway Township has addressed this need by participating in the completion of a similar shared sewerage system. Salem City, Alloway Township, and Quinton Township have contracted to construct sewerage lines that would connect to the Salem Wastewater Treatment Plant. The lines will run through both Quinton and Alloway Townships and will add 127,600 gallons of sewerage capacity per day for these municipalities.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process as undertaken by the Township incorporated several regional planning-related considerations, including:

- The Township designation Report state that, “*the [Township] planning board is exploring new ways to systematically include...neighboring Township’s in issues of regional concern and improve communications across the County line*”.
- Transportation - all municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office.
- Watershed protection- The County is currently developing its inter-municipal watershed management system.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - As noted above, the Township is in the process of implementing its plan to provide public sewerage for Alloway Village through grant-related investment actions. The

Township is also funding a project to convert an old school house into a municipal office building and senior center.

b. Regulatory Actions - Municipal zoning regulations are consistent with the Township Plan. Municipal officials have noted that they have reviewed their development review process and, wherever possible, eliminated unnecessary steps. It should be noted that the Township has combined its Planning and Zoning Boards into one review board.

c. Programs - The municipality is participating in the County's Farmland Preservation Program and allocates funds to supplement State and County program funds.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. They will participate in an inter-municipal shared service agreement with Salem City to provide sewer service to Alloway Village. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township's Plan policies (expressed in their Plan and zoning maps) reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands.

b. Investment Policies - As noted above, the Township is actively involved with the County in a farmland protection program (and allocates matching funds to this program) and has made a major investment to provide a wastewater treatment facility to its Village.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township ordinance requires an environmental impact statement for all major subdivisions and site plans.

The maintenance and revitalization for the existing community

The proposed Village Center is, and will continue to be, the focus of the Township's community revitalization efforts. The Township's Center Designation Report clearly shows that the improvements of the proposed Center's infrastructure and quality of life are the Township's highest priorities.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's proposed Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use residential community with a compact core of mixed uses (commercial, industrial, cultural) and a variety of housing types. It is a well-defined rural community bordered in part by natural areas, farmland and open space.

Mapping of Community Development boundaries

The Township mapped the community development boundary of the proposed Village Center with guidance from the County Planning and OSP staff.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified by the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The County is currently developing a bikeway plan that will recommend roadway shoulder improvements that are bicycle-friendly.
- The Salem County Work-First New Jersey effort is currently studying how it can transport Work-First clients and other transit dependents to places of employment.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. Environmental impact statements are required for all major subdivisions and site plans. The Township has established an environmental commission to advise the Township Planning Board on development applications and revisions to municipal plans and ordinances.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

<p>A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.</p>
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Township recommendations primarily relate to the need for additional programs, legislation (e.g., transfer of development rights) and other mechanisms to assist the municipality in its effort to preserve the environs. The Township would also like to resolve any problems that stand in the way of attaining Center designation of its proposed Village.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should consider the advantages of:

- Updating its master plan to address/revise the plan elements required and recommended by the municipal land use law, the recommendations of the Township's Center Report and the 1996 and 2003 Plan Re-evaluation Reports.
- Putting out a newsletter and/or developing a Township Internet home page to inform residents of Township activities and planning efforts.

NEGOTIATION AGENDA

No issues identified by the Township.

Carneys Point Township

Mayor:	John M. Lake, III
Cross-Acceptance Meeting Date:	September 14, 2004
Population – 2000 Census:	7,684
Number of Households:	3,330
Total Area in Square Miles:	17.75
Population Density Per Sq. Mile:	439.3

OVERVIEW

General Description/Major Considerations

Carneys Point Township is part of the County's general urbanized area along the Delaware River (across from Wilmington, Delaware). It is located between Pennsville and Oldmans Township, and it surrounds the Borough of Penns Grove. I-295 and the New Jersey Turnpike (interchanges for both highways are within the Township) run through the center of the Carneys Point. Public transit, provided by the County's SCOT system and New Jersey transit, serve the municipality and provide service to the urban portion of the Township. The Township's urban area is located primarily along US 130.

Located along the Delaware River, the Township contains a significant amount of open space, natural environmental features, and recreation opportunities. The Township's Sewerage Authority provides service to the Village of Carneys Point and the more urbanized areas of the Township. The Penns Grove Water Supply Company provides public water to the Township.

Because of the prominence of DuPont, Carneys Point developed largely as a company town. DuPont built many homes for its employees that remain occupied today by private owners. In fact, for decades Carneys Point did not have a local purpose tax because DuPont paid for a vast array of Township services. Unfortunately, over the past 30 years global competition led DuPont to relocate many of the site's business lines, cease operations of some altogether, and otherwise downsize its operation at the Chambers Works facility.

As detailed in their 1998 Master Plan, the Township is making a major effort to attract industrial development along its major highway corridors. In 1996, Carneys Point formed its Economic Development Commission (EDC). The initial efforts of the EDC focused on an action plan to provide the required infrastructure to best utilize the assets of the Township. In cooperation with other public entities, the EDC secured over \$1.6 million in grants to construct a 2.5-mile water supply main and a 500,000-gallon elevated water storage tower. The water infrastructure was sited to build upon successful negotiations by the Township Sewerage Authority with NJ Turnpike Authority, resulting in the construction of a new \$2 million dollar wastewater main. The EDC also worked with environmental firms to receive over \$2 million in hazardous site

discharge remediation funds to conduct environmental investigation and site assessment in anticipation of future redevelopment plans.

In addition, the Township Committee and Planning Board have taken the following measures:

- Updated the Master Plan for economic development, creating the new Commercial Interchange and Business Park zoning districts.
- Consolidated of the Zoning and Planning Boards to create a more streamlined development review process.
- Insured protection from future builder lawsuits by successfully petitioning the NJ Council on Affordable Housing to obtain Salem County's first affordable housing certification.
- Worked with County and State leadership to develop a regional wastewater management project in partnership with the DuPont Company and neighboring municipalities.
- Designated and Planned for a 2,500 Acre Redevelopment Area.
- The Carneys Point Township Planning Board also officially approved A Right to Farm Ordinance, attached, to support the agriculture zone so that the farmers within the Carneys Point Agricultural Zone may participate in the New Jersey State Farmland Preservation Program.

The basic goals of the Township Master Plan that relate to the State Plan, are to:

- Protect the natural environment
- Protect and improve existing residential areas and meet housing needs
- Encourage an active and viable commercial sector to meet local needs and contribute to the employment and tax base
- Meet existing and future community facilities and utility service needs
- Direct more intensive development to areas that are serviced with utilities, and use utility systems as a means of shaping development patterns to achieve optimum utilization of utility systems and overall development policies
- Provide a safe and convenient transportation system
- Foster conditions that will sustain a strong employment and tax base
- Eliminate excessive tax burdens
- Assure maximum return for capital expenditures
- Create a sense of Township identity and unity without undermining the older areas

Planning Areas

- The urban area of the Township primarily along Route 130 and the Delaware River is Metropolitan Planning Area (PA1).
- The Center area of the Township located between the NJ Turnpike and Route 295 Interchanges is Suburban Planning Area (PA2)
- The eastern third of the Township is divided between Environmentally Sensitive, PA5) along the Township's southern border, the area east of the Turnpike along Route 40 is Fringe Planning Area (PA3); and on both sides of the Fringe Planning Area is Rural Planning Area (PA4a) connecting Carneys Point to similar planning areas in Pennsville,

Pilesgrove and Oldmans Township. (It should be noted that a small portion of the PA5 area is within the CAFRA area)

Proposed Revisions / Boundary Changes

Planning Areas - No proposed changes

Compatibility of Township Plan with the proposed Centers/Environs map

In the previous round of Cross-Acceptance, State Plan Map Amendments resulted in achieving a greater level of consistency between the State's Planning Area Map and the Township Master Plan and Zoning Maps. To achieve greater consistency, the Township should reconsider rezoning the areas under Planning Area 5 from Business Park to Conservation.

- **Metropolitan Planning Area / Urban Core** - As would be expected, this area is planned and zoned for mixed-use (medium to high density) development, including industrial development.
- **Environs** - There are numerous streams and large expanses of wetland areas within the environs (i.e., within the Rural and Environmentally Sensitive Planning Areas), which are regulated by the State (and for this reason are not shown on the Township Plan). The developable lands within the Rural Planning Area are planned for "Business Park" and, to a lesser degree, "Agriculture".

Population and Projections

1980 – 8,396
1990 – 8,443
2000 – 7,684
2005 – 7,669 (SJTPPO Projection)
2015 – 7,478 (SJTPPO Projection)
2025 – 7,377 (SJTPPO Projection)

- **Population Projections**, as developed by SJTPPO for the year 2025, indicate a population decrease for the Township 292 persons from 2005 – 2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 588 jobs in the Township between 2000 and 2025 as projected by SJTPPO.

Center Designation Status

Municipal officials have expressed an interest in submitting their recently completed Master Plan for SPC endorsement, or exploring other alternatives for Plan Endorsement.

Municipal Concurrence with The State Plan Vision Statement

Based on review of the Municipal Master Plan, and discussions with Municipal officials, the goals of the Township are compatible with those contained in the SDRP Vision Statement. Most notable, the Township Plan calls for the conservation of environmentally sensitive and agricultural land, and the concentration of development in the area encompassed by the Metropolitan Planning Area.

The Township Plan contains several noteworthy elements that support the “vision” of the State Plan, including:

- Recognition in the Plan of the need to create a strong and viable “town center” and to preserve the character and special sense of place of the Township’s historic areas. (Plan - page 33)
- Recommendations to consider including provisions for clustering, planned developments, and requirements for off-tract improvement contributions from developers in the revised ordinance.
- Recommendations for amenities in (or serving) the Centers, including:
 - Bike and pedestrian paths travel alternatives and to link centers
 - Provisions for adequate neighborhood playgrounds and mini-parks
 - Use of streamways/woodlands to serve as the travel linkage between major recreational play areas and school facilities

Potential Issues /Identified Problems

Urban Revitalization - The need for assistance/support in the Township’s ongoing efforts to revitalize and enhance its urban area.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Comprehensive Development Plan - 1998
- Land Development Ordinance - 1998
- Zoning Ordinance 1998

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 1988 Master Plan incorporated all of the required/recommended elements of the MLUL.

b. Collaborative - The Plan does examine the relationship of its Plan and zoning with contiguous municipalities and finds that there are no significant conflicts.

c. Citizen Based - The Township is currently in the process of the Mter Plan Reexamination and intends to conduct a series of public meetings to inform citizens of important developments such as the recent adoption of its Master Plan and the proposed revisions to its development review regulations. The Township is also developing a web site (currently accessible) to provide information on the Township’s assets and features.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly public sewer, water and roads), available services and its natural resources were certainly a consideration in the development of the Township Plan. The Township has also assessed its needs relating to services and amenities in the municipality and is applying for (or has received) funding to upgrade its police force, upgrade its recreational facilities (the Township YMCA and a new facility), its public sewerage system, and its curbs, gutters and sidewalks.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The pattern of development that has historically occurred in this general urban area (encompassing portions of four municipalities) along the Delaware River naturally lead to a regional approach in dealing with issues such as infrastructure planning and improvement. The Township currently works cooperatively with Penns Grove Borough in several shared services agreements. Furthermore, the Township is involved (through the South Jersey Transportation Planning Organization) in the regional transportation planning process.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - The Township has made considerable investments within the last few years in the ongoing effort to upgrade its infrastructure and community facilities.

b. Regulatory Actions- Municipal zoning regulations are consistent with the Township Plan.

c. Programs - The Township has worked cooperatively with DuPont in the conservation and preservation of waterways in the southern - central portion of the Township.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept. They are aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have stated in their Master Plan that intensive development should be directed to areas serviced with utilities (see “Plan Goals” in Section I-A). As noted above, they share facilities with Penns Grove Borough (e.g., schools, public water, post office, library). The Township Plan recommends the addition of an “off tract improvement” provision in the Township regulations.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township’s Plan policies, which are expressed in their Plan goals and objectives, reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands. The Township is currently considering the benefits of designation through State Planning Commission endorsement of its Township Plan.

b. Investment Policies - The Township does have a capital improvement program (dealing primarily with roads) and has recently applied for several grants to upgrade its facilities.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township Plan recommends cooperation with Penns Grove in the development of a wellhead protection plan.

The maintenance and revitalization for the existing community

The Township’s urban center is, and will continue to be, the focus of the Township’s community revitalization efforts. The Township has an ongoing program to improve and upgrade its curbs, gutters and sidewalks and its storm water drainage facilities. Current efforts are being made to improve recreational facilities (i.e., construction of a new facility and the rehabilitation of the Township’s YMCA).

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's Plan recommends that the municipality plan to "create a strong and viable town center" and to "preserve the character and special sense of place of the Township's historic areas" (Plan - page 33). The Township is attempting to accomplish this to the degree possible for a municipality that, historically, has become part of a inter-municipal urbanized area.

Mapping of Community Development boundaries

In keeping with the philosophy of the Preliminary State Plan, the Township has undertaken considerable effort for redevelopment. In 2002, Mayor John "Mack" Lake and the Township Committee sponsored a series of four information gathering neighborhood meetings to recruit ideas and request public participation in the preparation of the redevelopment plan. These meetings were very effective in providing a vision of the possibilities for the area and provide a strong indication of broad-based community support for the redevelopment process.

A Citizen's Advisory Committee (CAC) was formed as a result of these public meetings. The Committee included Carneys Point residents willing to volunteer their time to create a vision for the designated redevelopment area. The Committee's responsibility was to work through and prepare a draft Redevelopment Plan with specific proposals. Citizen-based proposals for the Redevelopment Area and its 3 Sub-areas, described below, have received unanimous support from Carneys Point Township Committee, Planning Board, Economic Development Commission, and the NJ Local Finance Board.

This commitment to accomplish a redevelopment plan is evidence of a clear vision and demonstrated partnership between the community and the elected and appointed leadership.

The identification of cores and nodes as places for more intensive redevelopment

The urban core was identified. The Redevelopment Area's boundaries are Harding Highway on the north; Shell Road/U.S. Route 130 and the Delaware River on the west; Deepwater-Slapes Corner Road on the south; and Route 40 and North Game Creek Road to the east. The Redevelopment Area encompasses approximately 2,500 acres of land. The Area can be described as having three (3) contiguous Sub-areas.

- 1) Sub-area 1: Approximately 1150 acres are represented by the DuPont Plant One site
- 2) Sub-area 2: Approximately 300 acres are located in the Township's hospitality area, bordering new developments such as the Holiday Inn-Express and the Flying J Truck Plaza.
- 3) Sub-area 3: Between 1,200-1,300 acres, primarily vacant land, accessible to the NJ Turnpike and I-295 interchanges and in proximity to water, sewer, and fiber optic infrastructure.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township will be providing information to residents through a municipal newsletter.

- A municipal home page is currently available (although intended primarily for economic development purposes) which includes information on the Township
- Mass transit is available to the urban areas of the Township (through the County's SCOT system and New Jersey Transit), providing access to the County's urban region and the Philadelphia and Wilmington areas.
- The Salem County Work-First New Jersey effort is currently looking into how it can transport Work-First clients and other transit dependents to places of employment.
- The creation of bikeways and walkways linking recreational areas and schools is a recommendation of the Township Plan, and the County is currently developing a bikeway report, which will include recommendation on bike-related roadway improvements.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. However, with respect to environmental protection, the Township has an extensive amount of wetlands, which are regulated by DEP.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for continued assistance from the County and State for economic development and urban revitalization efforts.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should continuously monitor development patterns and general population growth to assess the effectiveness of zoning of the environs in channeling new development into redevelopment areas.

NEGOTIATION AGENDA

No issues identified by the Township.

Elmer Borough

Mayor:	Herbert D. Stiles, Jr.
Cross-Acceptance Meeting Date:	September 1, 2004
Population – 2000 Census:	1,384
Number of Households:	557
Total Area in Square Miles:	.88
Population Density Per Sq. Mile:	1,599.5

OVERVIEW

General Description/Major Considerations

Elmer Borough is a small (less than one square mile) urban area located in the eastern part of Salem County. US 40, a major heavily traveled inter-county through-route, serves as part of its main street within the Borough's business district. Elmer is approximately four miles west of the US 40 / NJ 55 interchange, which provides convenient access to the Vineland/Millville urban areas and the Deptford Mall. The Borough has a mix of commercial and industrial uses that serves it and the surrounding region in the eastern portion of the County. Elmer Hospital is located on the Borough southwest border.

The Borough is almost completely developed, with the exception of a stream conservation area and scattered empty lots. It is served by public water, but sewage disposal is provided through the use of on-site disposal systems. Given the fact that most of the residential area is divided into small (i.e., less than a third of an acre) residential lots, many homeowners have experienced problems with this means of disposal.

Elmer is now benefiting from long-needed roadway improvements to Route 40. The Borough was recently served by a mass transit system (between Elmer and Woodstown) for a short period of time through New Jersey Transit's "Wheels" program. However, ridership was low and the demonstration service was discontinued.

The State Planning Commission designated the Borough as a Town Center in 1997.

The basic goals of the Borough's revised Master Plan (1993) are to:

- Maintain the small town character and community environment
- Protect, conserve and manage physical resources in order to sustain the value of the natural environment
- Maintain/raise residential values by preventing the introduction on new incompatible uses and managing the impacts of existing uses

- Provide attractive sites for industrial establishments to increase the economic base and employment opportunities
- Revitalize and reinforce the Borough as a small commercial center
- Provide for adequate and diversified housing supply in attractive neighborhoods
- Develop a circulation system which is coordinated with land use and which is safe, efficient and convenient
- Provide for adequate community facilities commensurate with future demand for those facilities

Planning Areas

Almost all of the Borough is in the Environmentally Sensitive Rural Planning Area (PA4b). A small portion of the Elmer Lake area (on the eastern border of the Borough) is in the Environmentally Sensitive Planning Area (PA5)

Proposed Revisions / Boundary Changes

Planning Areas - No proposed changes

Compatibility of Borough Plan/Zoning map with the proposed Centers Map

- **Town Center** -The designated Center is planned and zoned for relatively high-density residential development and mixed-use development (as well as “Conservation” along its stream corridor).
- **Environs** - Since the entire Borough is a designated Center, its environs are in the surrounding townships.

Population and Projections

1980 – 1,569

1990 – 1,571

2000 – 1,384

2005 – 1,381 (SJTPO Projection)

2015 – 1,347 (SJTPO Projection)

2025 – 1,329 (SJTPO Projection)

- **Population projections**, as developed for the County and the South Jersey Transportation Planning Organization (SJTPO) for the year 2025, indicate a decrease in population for the Borough. If public sewer service is provided to the Borough, Elmer may see a modest increase in population in the foreseeable future.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 45 jobs between 2000 and 2025 as projected by SJTPO.

Center Designation- Status

The Borough was designated as a Town Center in 1997.

Municipal Concurrence with The State Plan Vision Statement

The Borough anticipated that Center designation is a step that will lead its development and redevelopment in the direction envisioned by the State Plan. As noted in the Borough's Center Designation Report -

Designation will strengthen local Master Plan policy which characterizes the Borough as a regional center for the surrounding rural / agricultural area. It will ensure that sufficient land is available within the Borough's boundary to support an appropriate balance of residential, nonresidential and mixed land uses now and in the future. It will also protect the [Borough's] environmentally sensitive areas..."

The Borough needs some type of wastewater treatment system to address failing septic systems and help it to function as a growth center for the surrounding region. The Center Designation Report also recommended (in the Planning and Implementation Agenda) several actions or activities that would help to bring the Borough closer to conformance with the State Plan. However, the fact that the Borough has actively pursued and achieved Center designation status demonstrates its commitment to the "vision" of the State Plan.

Identified Problems

The need for:

- Public sewer service or some type of wastewater management system
- Light industry
- Financial assistance to update the Borough Plan and ordinance to be in compliance with the State Plan

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Comprehensive Development Plan - 1979 (revised 1993)
- Land Development Ordinance - 1979 and amendments - 1986 to 1994
- Center Designation Report for the Borough of Elmer - May, 1997

REQUIRED ELEMENTS

CENTER IMPLEMENTATION AGENDA

The degree to which the designated State Plan Center has carried out its respective planning and implementation agenda and any conditions placed on the Center by the State Planning Commission in the course of the original designation.

The Elmer Borough Center Designation Report identified 24 recommended activities in its Planning and Implementation agenda. Major activities (summarized) include:

1. Update/revise Borough zoning map and ordinance to be in compliance with the Master Plan and to effectively protect remaining agricultural lands and environmentally sensitive areas (the Borough is also considering updating its Master Plan)
2. Explore the feasibility of, and issues relating to, various wastewater treatment system options (type of system, municipal vs. regional system, funding source, etc.)
3. Develop Historic Preservation District and ordinance
4. Continue to study feasibility of a bypass route and other improvements along US 40

Most of these activities are (to varying degrees) underway or have been pursued for some time. The Borough has met with surrounding municipalities to discuss a regional wastewater treatment system and has contacted a consultant concerning the update of the Borough Plan and ordinance.

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 1993 Borough Master Plan, in its “Plan” section, focused on goals and objectives, land use (including commercial and industrial uses), public facilities (primarily parking), public recreation, and transportation. Most of the other required elements were covered, to varying degrees, in the “Background Studies” section. When the Borough updates their Plan, it is recommended that they include all of the required/recommended elements of the MLUL in the “Plan” section.

b. Collaborative - The 1993 Plan does examine the relationship of its Plan/zoning with the surrounding municipalities (Pittsgrove and Upper Pittsgrove Township), and finds no significant incompatibilities.

c. Citizen Based - The Borough did notify its citizens of the Draft Plan through all of the required notices and public hearings. The local newspaper (Today's Sunbeam) reports on all major Borough activities, including major Plan and ordinance updates.

d. Capacity Based - The capacity of the Borough's infrastructure (particularly public water, and the lack of public sewer), and the fact that the Borough is almost completely developed were major considerations in the development of the Borough Plan and in the municipality's subsequent Plan implementation efforts.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process, as undertaken by the Borough, incorporated several regional planning-related considerations, including:

- Planning for the improvement of the traffic flow, elimination of traffic problems and improvement of pavement conditions on US 40 (a major regional route)
- General Transportation Planning - All municipalities are involved in the SJTPO regional transportation planning process through the SJTPO and County Planning office
- The Borough is now in the process of developing open space plans, including the possibility of bike paths for an abandoned railroad bed and identifying small areas that may be dedicated for parklands.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions -The Borough's efforts to construct a wastewater treatment facility (major investment) is in response to needs identified in the Borough Plan and Centers Designation Report.

b. Regulatory Actions - With very minor exceptions, the 1993 Land Use Plan is consistent with current zoning.

c. Programs - The Borough is participating in the County's series of Economic Development Conferences and is part of the SJTPO regional transportation planning process.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Borough planners and officials have, in their planning process, responded to this general concept to the degree expected of a small urban community. They are aware of the fiscal consequences of unmanaged growth and recognize their role as a growth center for the surrounding region (as evidenced by their willingness to become a designated Town Center). It is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - Since Elmer Borough is largely a developed community; the problem of future excess land consumption is not a major consideration. The Borough is exploring ways to alleviate traffic problems, including consideration of a RT 40 bypass (an activity included in the Boroughs Center Designation Implementation Agenda).

b. Investment Policies - the construction of a public wastewater treatment system should result in positive environmental benefits for the Borough and the surrounding region.

c. Regulatory Actions - As noted above, the Borough is largely a developed community. The municipal ordinance primarily regulates alterations to existing development and scattered small-scale new development. The Borough has established an advisory committee for historic preservation.

The maintenance and revitalization of the existing community

Since the Borough has been designated as a Town Center, it obviously is, and will continue to be, the focus of the Borough's revitalization efforts.

Development /redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact, human scale communities (of place)

The Elmer Borough Town Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where some infill is occurring. It is a well-defined small urban community bordered in part by natural areas and open space.

Mapping of Community Development Boundaries

Elmer Borough is a designated Town Center.

The identification of cores and nodes as places for more intensive redevelopment

Given the fact that Elmer Borough is not within PA-1, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Elmer Borough library, which is easily accessible to most residents in the municipality, maintains information on the Borough and the County.
- The Salem County Work-First New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment (the Borough is not currently served by mass transit).
- The County in cooperation with the Borough administers transportation for the elderly and handicapped.

The protection, restoration and integration of natural resources and systems

As noted in this Report on Elmer Borough, the Borough's Plan reflects the objective of protecting the municipality's environmentally sensitive areas. However, the Borough does not have a great deal of remaining undeveloped, developable land and so this problem is minimal.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

<p>A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.</p>
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Borough recommendations primarily relate to the need for continued assistance from the State and County in its economic revitalization (particularly for the provision and improvement of the Borough's infrastructure) and economic development efforts.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

Recommended modifications and initiatives are listed in the Center Designation Report Implementation Agenda.

NEGOTIATION AGENDA

No issues identified by the Borough.

Elsinboro Township

Mayor:	John J. Elk
Cross-Acceptance Meeting Date:	September 27, 2004
Population – 2000 Census:	1,092
Number of Households:	530
Total Area in Square Miles:	13.33
Population Density Per Sq. Mile:	89.0

OVERVIEW

General Description/Major Considerations

Elsinboro Township is located in the southwestern portion of the County, bounded on the west by the Delaware River and on the north by Salem City. It is a rural township with large expanses of undevelopable wetlands and numerous creeks. Almost all of the Township is within the CAFRA area, and so is subject to the proposed amendments to the Coastal Zone Management Rules. Development has occurred primarily in the Oakwood Beach area and in the southern fringe of the Salem City urban area. The Township has no public sewer or water service or (unlike LAC Township - its eastern neighbor) alternative wastewater treatment systems, even though it is needed in the Oakwood Beach community and elsewhere.

Public Service Electric and Gas (PSE&G) currently owns approximately 21,000 acres in Elsinboro, and some of the wetlands on this property have been restored as part of PSE&G's Estuary Enhancement Program. According to Township officials, the Company is providing passive recreation facilities/activities on this land (e.g., nature trails, bird watching towers).

The basic land use goals of the Township Master Plan (1979) are to:

- Preserve/encourage farming operations on prime agricultural land
- Maintain rural - agricultural character
- Encourage a land use pattern which prevents incompatible land use situations
- Protect, conserve and manage the Township's physical resources
- Provide for adequate community facilities compatible with future demand
- Encourage viable commercial activity in designated areas
- Preserve valuable historic structures and districts
- Ensure an adequate quantity/quality of housing (responsive to demand and need)
- Develop a circulation system which is coordinated with land use/reduces congestion

Planning Areas

About half of the Township is classified as Environmentally Sensitive -PA5 (due to its expanses of Wetlands and streams), while the remainder (northeastern portion closest to Salem City) is Rural -PA-4a.

Proposed Revisions / Boundary Changes

Planning Areas – The Township would like to see a Planning Area change for the Oakwood Beach area so that future wastewater treatment options may be explored to address failing septic systems. Oakwood is long-established residential neighborhood directly along the Delaware River.

Compatibility of Township) Plan/Zoning map with the proposed Centers/Environs

- **Oakwood Beach-(Village)** - Zoned Low Density Residential - (25,000 Sq. Ft. lot size)
- **Sinnickson Landing- (Village)** - Zoned Medium Density Residential (18,000 Sq. Ft. lot size)
- **Hagerville Road** - Zoned Rural Residential - Agriculture (75,000 Sq. Ft. lot size)
- **Environs** - Outside of the proposed Centers, most of the Rural -PA4a Planning Area is zoned Rural-Residential-Agriculture (With the exception of wetland areas which are zoned Conservation). Most of the Environmentally Sensitive (PA5) Planning Area is zoned Conservation (5 acre lot minimum).

Population and Projections

1980 – 1,290

1990 – 1,170

2000 – 1,092

2005 – 1,092 (SJTPPO Projection)

2015 – 1,092 (SJTPPO Projection)

2025 – 1,092 (SJTPPO Projection)

- **Population projections**, as developed the South Jersey Regional Transportation Planning Organization (SJTPPO) for the year 2025 indicate no increase in population for the Township between 2005 and 2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 22 jobs between 2000 and 2025 as projected by SJTPPO.

Municipal Concurrence with The State Plan Vision Statement

Based on the growth management policies of the Township Plan, and the way the Township has implemented its policies through its zoning, it can be said that the Township's goals and implementation strategies are in line with the State Plan Vision Statement. Furthermore, given the Township's low development pressures, and the fact that a large portion of the Township is environmentally sensitive (and regulated by CAFRA) it is unlikely that much development is going to occur in the Township's Centers or environs in the foreseeable future.

The Township's regulations contain several noteworthy elements that support the 'Vision Statement' of the State Plan including:

- Requirement for developers to pay for their fair share of off-tract improvements
- The requirement of an environmental impact statement for certain types of development
- A "Right-to Farm" element

Potential Issues / Identified Problems

Preservation of Environs - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands.

- Economic Development - The need for ratables in the Township (e.g., light industry)
- Infrastructure - The need for public sewerage or alternative wastewater systems to support the development of Village Centers (particularly Oakwood Beach) and alleviate existing and potential problems related to reliance on private septic systems.

Review of Municipal Plans / Ordinances

- Comprehensive Development Plan - 1979
- Land Development Ordinance - 1979 (Amendments 1991-1998)
- Re-examination Report - 1993

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following "Key Concepts"

Planning that is comprehensive, citizen based, collaborative, coordinated, and based on capacity analysis

a. Comprehensive -The 1979 Master Plan included the following Plan Elements- and Plan Goals

- Land Use Alternatives
- Proposed Land Use Plan
- Transportation Plan
- Community Facilities Plan
- Compatibility with [other] Plans

The Township Plan addresses all of the Plan elements required and recommended by the MLUL, with the exception of the Recycling Plan element. As is the case with many of the Plans completed during this time period, some of these elements (e.g., housing and economy, were addressed in the background section of the Plan).

b. Citizen Based - The Township did notify its residents of the 1979 Plan and ordinance through required notices and public hearings.

c. Collaborative - The 1979 Plan does examine its plan with the planning and zoning of adjacent municipalities. Some potential conflicts were noted. The Plan makes several recommendations to mitigate these conflicts, such as transition zones in Salem City, and buffering (in Elsinboro) between a Salem City manufacturing zone (along the Salem River Cut) and Elsinboro's Medium Residential zone.

d. Capacity Based - Constraints placed on the development potential of the municipality by the lack of public sewerage, inadequate soils (in most of the Township) for septic systems, and its extensive wetlands / floodplain coverage were, and continue to be, major considerations in the development and implementation of its Master Plan. Given the fact that development pressures are very low in the Township, the major concern of Township officials is the mitigation of problems currently affecting development, such as on-site disposal problems in existing communities. Existing levels and quality of services provided by the Township are adequate given the moderate growth projected for the Township.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

Given its location within the coastal and Delaware estuary area, the Plan and zoning ordinance must and does address the need to protect the regionally important coastal and estuary environment of the Delaware River. The Township has cooperated with the State in the acquisition of several tracts of environmentally sensitive lands. The Township is also part of the Delaware Estuary Program and the South Jersey Transportation Planning Organization (through County involvement).

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - As recommended by the 1979 Plan, the Township has constructed a municipal building.

b. Regulatory Actions -The guiding philosophy of the Township Plan and ordinance is the channeling of new development away from the environs and into its growth centers. Much of the Township is planned/zoned to protect the extensive environmentally sensitive **areas** (almost half of the Township is zoned 'Conservation').

c. Programs - The Township participates in the agricultural preservation program, and has cooperated with the State in the acquisition of environmentally sensitive areas.

Planning that creates, harness and builds on markets and pricing mechanisms while accounting for full costs

Township officials have responded to this general concept to the degree expected of a rural community. They are aware of the fiscal consequences of encouraging unmanaged growth and rural sprawl, and have taken steps, through conservation zoning to mitigate these problems. Township regulations require developers to pay their pro-rata share of off-tract improvements as a requirement for development application approval. However, it is recommended that OSP continue to provide municipalities with information on the advantages of techniques referred to in this key concept (i.e., that are appropriate for a rural community)

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township Plan recognizes the necessity of protecting its large expanses of wetlands, environmentally sensitive areas and agricultural lands and recommends severe restrictions for development in these areas (implemented in the Township's regulations). The Township also recognizes that it must bring its land use policies in line with the proposed Coastal Zone Management Regulations, given the fact that almost the entire Township falls within CAFRA.

b. Investment Policies - The Township is currently looking into various wastewater management system options to deal with septic system problems in the Oakwood Beach area and elsewhere in the Township.

c. Regulatory actions - The guiding philosophy of the Township ordinance is the importance of channeling new development from the environs and into the proposed growth centers. This is also the basic concept of the proposed Coastal Zone Management rules, which will eventually be reflected by and incorporated into the Township Plan and regulations. The Township zoning map currently zones a large portion of the Township as 'Conservation', which protects the wetlands area and severally restricts development in this region. In fact, only a small portion of the Township is zoned for medium to high-density development.

The maintenance and revitalization of the existing community

Oakwood Beach and the community along Tilbury Road (adjacent to Salem City) are, and will continue to be, the focus of the Township's community revitalization efforts.

Development/redevelopment that is planned designed and constructed to contribute to the creation of diverse, compact human scale communities (communities of place)

Oakwood Beach has many of the qualities as a community of place as described in the State Plan. It is a small well defined mixed-use (residential and commercial uses) rural community bordered by the Delaware River and other natural areas. The other residential community is part of the Salem City urban fringe area, although it is partially bordered by natural areas.

Mapping of Community Development boundaries

The Township mapped the community development boundaries of the proposed Village Centers with guidance from the County, OSP and DEP staff.

The identification of cores and nodes as places for more intensive redevelopment

Concepts such as cores and nodes may not be applicable to a rural area such as this.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- Transportation for the elderly and handicapped is provided by the County Office on Aging and coordinated by the Township
- The Salem County Work-First program is currently completing a study to determine how it can transport Work First clients to places of employment

The protection and restoration and integration of natural resources and systems

The Township Plan identifies the extensive (generalized) wetlands area in the municipality on the Land Use Map, which is zoned 'Conservation' on the Township zoning map, and the Township Floodplain map is an overlay to the zoning and Plan map (the Township ordinance includes floodplain regulations). The State has permanently preserved several large tracts as a wildlife refuge, and the Township continues to participate in the County Farmland Preservation Program.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or Proposed revisions to the State Plan.

Township recommendations primarily relate to the need:

- For assistance (supported by State Plan policies) in securing funding for some type of wastewater management system to alleviate septic system problems and allow for development infill in its existing residential areas.
- For assistance in securing funding to update its Master Plan and ordinance
- For additional programs, legislation, etc. to assist in the preservation and protection of environmentally sensitive lands and farmland

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should consider the advantages of:

- Creating an environmental commission or committee to advise the Planning Board on ecological concerns relating to Township Plans, regulations and development review.
- The Township should also continuously monitor development patterns and general population growth to determine that zoning of the environs and other growth management techniques are effective in channeling new development into existing centers.

NEGOTIATION AGENDA

The Township would like to see a Planning Area change for the Oakwood Beach area so that future wastewater treatment options may be explored to address failing septic systems. Oakwood is long-established residential neighborhood directly along the Delaware River.

Lower Alloways Creek (LAC) Township

Mayor:	Jeffrey Dilks
Cross-Acceptance Meeting Date:	September 22, 2004
Population – 2000 Census:	1,851
Number of Households:	730
Total Area in Square Miles:	72.58
Population Density Per Sq. Mile:	39.6

OVERVIEW

General Description/Major Considerations

Lower Alloways Creek Township is located in the southwestern portion of the County, bounded on the west by the Delaware River and on the south by Cumberland County. It is a rural township with large expanses of undevelopable wetlands and numerous creeks. A large part of the Township is within the CAFRA area, although about half of its developable area is outside of CAFRA. The Township's three communities (Hancocks Bridge, Harmersville and Canton) are located along what could be regarded as a major rural route (actually made up of two County roads - Routes 658 and 623) running from Salem City to the Cumberland County border. The villages of Harmersville and Canton are located along Route 623 and, since this section of the route serves as the CAFRA boundary, they are only partially within CAFRA. All three villages are served by the Township's two wastewater (package) treatment plants. There is in excess of 11,000 acres of public land (8,589 acres of which are owned by NJDEP) in the Township. Most of this is within the Mad Horse Creek Fish and Wildlife Management Area, and consists of wetland and marsh area.

Public Service Electric and Gas (PSE&G) operates nuclear generating facilities at Artificial Island (along the River) in LAC and employ approximately 2300 persons. This has provided the Township with the resources to improve its facilities (municipal recreation facilities, dock, senior citizen housing complex, etc.) and its municipal road system. Traffic tends to be heavy on routes used by PSE&G employees (primarily Routes 658 and 623 within the Township) and has a significant impact on traffic patterns in the Township's villages and the County road system in general.

Primarily, as a result of the employment opportunities generated by PSE&G, LAC was one of the highest growth areas in Salem County between 1980 and 1990, with an increase of 311 persons (20 % increase) in the 10-year period. The population leveled in 2000, with a decrease of 7 persons from 1990 according to the US Census.

The basic land use goals of the Township Master Plan (1992) are to:

- Conserve natural resources
- Preserve the Township's rural character
- Preserve open space and farmland
- Preserve forested areas in the eastern section of the Township
- Encourage development in areas most capable of providing necessary services (i.e., within existing or proposed sewer service area)

Planning Areas

About half of the Township is classified as Environmentally Sensitive -PA5 (due to its expanses of wetlands and streams), while the remainder (northeastern portion closest to Salem City) is Rural -PA4a.

Proposed Revisions/Boundary Changes

Planning Areas - No proposed changes

Compatibility of Township Plan/Zoning map with the proposed Centers/Environs

Harmersville, Hancocks Bridge and Canton-(Villages) are zoned Residence-1. (30,000 Sq. Ft. minimum lot size)

Environs - Outside of the proposed Centers, most of the Rural (PA4a) and Environmentally Sensitive (PA5) Planning Areas are zoned Rural- Agriculture (50,000 Square Foot minimum lot size) or (as in the case of most of the PA5 area) Wetlands (10 acres minimum lot size).

Population and Projections

1980 – 1,547

1990 – 1,858

2000 – 1,851

2005 – 1,851 (SJTPPO Projection)

2015 – 1,852 (SJTPPO Projection)

2025 – 1,853 (SJTPPO Projection)

- **Population projections**, as developed for the SJTPPO Regional Transportation Plan for the year 2025, indicate no significant population increase for the Township.
- **Employment Projections** - It is anticipated that the number of jobs in the Township will increase by 113 persons from 2000 to 2025 as projected by SJTPPO.

Municipal Concurrence with The State Plan Vision Statement

Based on the growth management policies of the Township Plan, and the way the Township has implemented its policies through its zoning, it can be said that the Township's goals and implementation strategies are in line with the State Plan Vision Statement. The Township's regulations contain several noteworthy elements that support the "Vision Statement " of the State Plan, including:

- "Right-to Farm" ordinance element
- Requirements for an environmental impact statement for all major subdivisions and site plans of a certain type
- Requirement for developers to pay their fair share of off-tract improvements
- Extensive Wetland zone and related regulations

Potential Issues / Identified Problems

- **Preservation of Environs** - The need for increased resources, programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands.
- **C-1 Steams** - The Township does have C1 streams (classification 1 streams). The identification of these watersheds as C-1 Streams must be clarified with the SPC. Also, the Township expressed a major concern with the regulation of permitted uses in the buffer area surrounding C1 watersheds. Specifically, the Township requested clarification on whether farming will be permitted by the stream having a significant impact and adverse effect on farming, which represents the largest land use in the Township.
- **Threatened and Endangered Species** – The Township maintains several areas under the DEP overlay data that have been identified and habitat area for threatened and endangered species. The Township expressed strong concerns with any restrictions on farming that may be associated with new or proposed regulations resulting from the DEP mapping data.

Review of Municipal Plans / Ordinances

- Master Plan - 1992
- Land Development Ordinance - August, 1997, amendments 1997 - 2003
- Master Plan Re-examination – 1999

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following "Key Concepts"

Planning that is comprehensive, citizen based, collaborative, coordinated, and based on capacity analysis:

a. Comprehensive - The 1992 Master Plan incorporated all of the required and recommended elements of the MLUL, with the exception of the Economic Plan element.

A committee of the Planning Board and Township Committee are working in conjunction with the Professional Planner to prepare a comprehensive Reexamination Report.

b. Citizen Based The Township did notify its residents of the 1992 Plan and 1997 ordinance through required notices and public hearings. The Township now puts out a newsletter on a regular basis which it can use to inform citizens of any new Plan /ordinance updates and current work on its Plan reexamination report.

c. Collaborative - The 1992 Plan does examine its plan with the plans and zoning of adjacent municipalities and finds that there are *"no known points of conflict"*.

d. Capacity Based - The capacity of the Township's infrastructure, particularly wastewater treatment systems (serving its 3 villages) and constraints placed on the development potential of the municipality by its extensive wetlands / floodplain coverage were, and continue to be, major considerations in the development and implementation of its Master Plan. The Conservation Element recommends that the Township *"Adhere to the capacity limits of natural resources in planning and zoning"*. The Land Use Plan Element recommends or states that:

- evolving demographic profiles suggest that changing demands on municipal services, schools and other public services will need to be evaluated and adjusted as necessary
- The Township should monitor potential impacts to the environment and consider appropriate conservation/ preservation measures

It should also be noted that the required minimum lot size in the Agricultural Residential district is based on the carrying capacity of the land and may be increased (i.e., above 1.5 acres) based on the results of permeability tests.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

Given its location within the coastal and Delaware estuary area, the Plan and zoning ordinance must and does address the need to protect the regionally important coastal and estuary environment of the Delaware River. The Township has cooperated with the State in the acquisition of large areas of environmentally sensitive lands. The Township is also part of the Delaware Estuary Program and the South Jersey Transportation Planning Organization (though County involvement).

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - To implement its growth management and resource protection plans, the Township has invested in the development and continuing improvement (expansion and management) of its wastewater treatment system. The Township also allocates \$10,000 annually in matching funds for the County Farmland Preservation Program.

b. Regulatory Actions - The guiding philosophy of the Township Plan and ordinance is the channeling of new development away from the environs and into its growth centers. Much of the Township is planned/zoned to protect the extensive environmentally sensitive areas and a large portion of the Township is owned and under the protection of the DEP. The fact that the Village Centers are served by wastewater treatment systems allow for higher density development in these areas and the Township plans for encouraging development around existing sewer lines.

c. Programs - The Township participates in the County Agricultural Development Board's Farmland Preservation Program, and has cooperated with the State in the acquisition of environmentally sensitive areas.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have responded to this general concept to the degree expected of a rural community. They are aware of the fiscal consequences of encouraging unmanaged growth and rural sprawl, and have taken steps, though conservation zoning and the enhancement of the development potential of its villages to mitigate these problems. Township regulations require developers to pay their pro-rata share of off tract improvements as a requirement for development application approval. However, it is recommended that OSG continue to provide municipalities with information on the advantages of techniques referred to in this key concept (i.e., that are appropriate for a rural community).

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township Plan states that the protection and preservation of open space in LAC is necessary to protect groundwater reserves (from pollution), maintain wetlands (recognizing their value in reducing floods) and provide recreational opportunities for residents. The Plan also recognizes the value of providing and maintaining wastewater treatment services to its villages to reduce pollution (from septic systems) and enhance the development of these rural growth centers. (i.e., to attract development that would otherwise occur in the environs).

b. Investment Policies - The Township Plan recommends rational policies to guide the extension of its sewerage facilities (and service area) and sanitary sewers should not service that areas designated for rural or agricultural uses. In other words, it is the policy of the Township, as expressed in the Plan, that its investment strategy for the maintenance and expansion of its wastewater treatment system be guided by the need to preserve the Township's rural area and to discourage rural sprawl.

c. Regulatory actions - The guiding philosophy of the Township ordinance is the importance of channeling new development from the environs and into the proposed growth centers. The Township zoning map currently zones a large portion of the Township as "Wetlands", which protects the wetlands area and severally restricts development in this region.

The maintenance and revitalization of the existing community

The existing Village Centers of Canton, Harmersville and Hancocks Bridge are, and will continue to be, the focus of the Township's community revitalization efforts. Improvement of the infrastructure and quality of life of these three centers is a high priority for the Township.

Development/redevelopment that is planned designed and constructed to contribute to the creation of diverse, compact human scale communities (communities of place)

The Township's existing Village Centers have many of the qualities of a "community of place" as described in the State Plan. They are mixed use areas (residential and commercial uses) where development infill is planned and occurring. They are small, well defined rural communities bordered by natural areas.

Mapping of Community Development boundaries

The Township mapped the community development boundaries of existing Village Centers with guidance from the County, OSP and DEP staff.

The identification of cores and nodes as places for more intensive redevelopment

The PSE&G Artificial Island Nuclear facility is designated as an Industrial Node under the State Plan.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township puts out a newsletter on a regular basis to inform citizens of Township events (such as the annual "LAC Day" celebration), and information relating to Township government and their activities and projects.
- Transportation for the elderly and handicapped is provided by the County Office on Aging and coordinated by the Township.
- The Salem County Work First program is currently completing a study to determine how it can transport Work First clients to places of employment.
- The Township has its own bus, which is used for excursion trips for residents.

The protection and restoration and integration of natural resources and systems

The Township Plan identifies the extensive (generalized) wetlands area in the municipality on the Land Use and zoning map (the Township ordinance includes Wetland regulations). The State has permanently preserved over 8,500 acres as a wildlife refuge, and the Township continues to participate in the County Farmland Preservation Program.

FINDINGS, RECOMMENDATIONS AND OBJECTIVES

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for additional programs, legislation, funding, etc. to assist in the preservation and protection of environmentally sensitive lands and center-based development plans.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Include an "Economic Plan" element in its next update of its Master Plan.
- The Township Planning Board has expressed an interest in expanding the historic preservation element of the Plan.
- Continuously monitor development patterns and general population growth to determine that zoning of the environs and other growth management techniques are effective in channeling new development into proposed centers

- Consider the advantages of creating an environmental commission or committee to advise the Planning Board on ecological concerns relating to Township Plans, regulations and development review

NEGOTIATION AGENDA

C-1 Steams - The Township does have C-1 streams (classification 1 streams). The identification of these watersheds as C-1Streams must be clarified with the SPC. Also, the Township expressed a major concern with the regulation of permitted uses in the buffer area surrounding C-1 watersheds. Specifically, the Township requested clarification on whether farming will be permitted by the stream having a significant impact and adverse effect on farming, which represents the largest land use in the Township.

Threatened and Endangered Species – The Township maintains several areas under the DEP overlay data that have been identified and habitat area for threatened and endangered species. The Township expressed strong concerns with any restrictions on farming that may be associated with new or proposed regulations resulting from the DEP mapping data.

Mannington Township

Mayor:	Donald C. Asay
Cross-Acceptance Meeting Date:	September 9, 2004
Population – 2000 Census:	1,559
Number of Households:	573
Total Area in Square Miles:	38.42
Population Density Per Sq. Mile:	44.8

OVERVIEW

General Description/Major Considerations

Mannington Township is located just north of Salem City, and to the east of the expansive Mannington Meadows (which is also a CAFRA area). Development has occurred primarily along NJ 45 as an extension of the Salem City urban area. This developed area includes commercial uses, a major industry (Mannington Mills) and the Salem Hospital. Public sewer and water serve commercial and industrial uses within this area, and residential uses are served only by public water. The remainder of the Township is essentially rural and agricultural (much of the Township is zoned “Agriculture”) and, within the Mannington Meadows, environmentally sensitive. The Route 45 corridor is served by mass transit, which links the community to the County’s urban areas, Wilmington and Philadelphia.

The basic goals of the Township Master Plan (1978) are to:

- Maintain rural/agricultural character
- Preserve/encourage farming operations on class I and II agricultural lands
- Protect, conserve and manage physical resources to sustain the environment
- Encourage new “clean” industry and commercial uses in designated areas
- Ensure adequate quantity and quality of housing in response to demand and need
- Provide for adequate community facilities commensurate with future demand
- Preserve valuable historic structures and districts
- Develop a circulation system that is coordinated with land use/reduces congestion

In the 2001 Master Plan Reexamination Report, The Planning Board found that the assumptions, policies, goals, and objectives of the 1978 Master Plan continue to be appropriate. Protection of the Township’s natural resources and the agricultural economy remain as important goals. The relative stability of the local population and land use do not require any significant adjustments in the existing goals and objective statement. The areas proscribed in the 1978 plan for commercial and industrial uses remain the most appropriate locations for these respective uses.

Planning Areas

Planning Areas - Most of the Township is Rural -PA4a. Most of the land within the CAFRA/Mannington Meadows area is designated Environmentally Sensitive (PA 5).

Proposed Revisions / Boundary Changes

Planning Areas – No changes proposed.

Compatibility of Township Plan/Zoning map with proposed Centers/Environs

- **Planned Villages** - Both of the planned villages originally proposed by the Township were intended to accommodate light industrial (e.g., warehousing) uses. The Route 540 Planned Village is partially zoned for Conditional Residential”, which permits Industrial development. The Route 657 Planned Village is currently zoned “Agriculture”. Township representatives have indicated that they will rezone these areas as development opportunities present themselves.
- **Environs** - The environs within the Rural and Environmentally Sensitive Planning Areas are, for the most part, zoned for relatively low-density residential development. Environmentally sensitive areas (e.g., the Mannington Meadows) are zoned “Conservation”. Most of the Rural PA is either zoned “Agriculture”(60,000 Sq. Ft. minimum lot size) or Rural Residential (2-acre minimum lot size).

Population and Projections

1980 – 1,740
1990 – 1,693
2000 – 1,559
2005 – 1,556 (SJTPO Projection)
2015 – 1,517 (SJTPO Projection)
2025 – 1,497 (SJTPO Projection)

- **Population projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025 indicate a population decrease for the Township.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 542 jobs between 2000 and 2025 as projected by SJTPO.

Municipal Concurrence with The State Plan Vision Statement

Based on review of the Municipal Master Plan and Ordinance, and discussion with Municipal officials, the goals of the Township are compatible with those contained in the SDRP Vision Statement. Most notably the Township Plan calls for the conservation of environmentally sensitive and agricultural land, and the concentration of development in the area adjoining the Salem City Regional Center.

The Township's Plan and regulations contain several noteworthy elements that support the "Vision" of the State Plan including:

- The requirement for an environmental impact statement for certain types of development
- An ordinance element requiring developers to pay their fair share of off-tract improvements
- A "Right-to-Farm" ordinance element
- An "Energy Conservation" ordinance element

Potential Issues / Identified Problems

- The loss of ratables that result when land targeted for conservation is purchased fee simple and taken off the tax rolls. The Township prefers the purchase of development rights as a method of land conservation.
- **Preservation of Environs** - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights) to assist the Township in its efforts to preserve agricultural lands.
- **Economic Development** - The need for ratables in the Township (light industry - warehousing, etc.). The Master Plan indicated that the level and nature of commercial development permitted in Mannington is an important aspect of the growth policy. The Plan proposes that two commercial districts be developed to allow for some additional commercial development community. The first area encompasses the area containing the former shopping center. A variety of commercial uses are permitted in the General Commercial zone. The second commercial district primarily encompasses land owned by Salem Hospital and around the Pointers intersection. Uses permitted in this Limited Commercial (LC) district are professional offices and medical support services. The boundaries of this Limited Commercial district were enlarged in 1984. The Township should investigate the feasibility of adjusting the limits of the LC district to include land, which has been developed with professional/medical-related uses.
- **C-1 Steams** - The Township does have C1 streams (classification 1 streams). The identification of these watersheds as C-1 Streams must be clarified with the SPC. Also, the Township expressed a major concern with the regulation of permitted uses in the buffer area surrounding C1 watersheds. Specifically, the Township requested clarification on whether farming will be permitted by the stream having a significant impact and adverse effect on farming, which represents the largest land use in the Township.
- **Threatened and Endangered Species** – The Township maintains several areas under the DEP overlay data that have been identified and habitat area for threatened and endangered species. The Township expressed strong concerns with any restrictions on farming that may be associated with new or proposed regulations resulting from the DEP mapping data.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff review the following:

- Comprehensive Development Plan - 1978

- Housing Plan Element - 1988
- Township CAFRA Report
- Plan Re-examination Report – 1988, 2001
- Land Development Ordinance – 1978, 1989 revised, amendments 1989-2003

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts” -

Planning the is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The Master Plan incorporated all of the required and recommended elements of the MLUL. The Planning Board should update the statistical and demographic information in the background studies, and address the requirements of the Fair Housing Act.

b. Collaborative - The Plan does examine the relationship of its Plan/zoning with contiguous municipalities, and finds that there are no significant conflicts.

c. Citizen Based - In addition to all of the required notices and public hearings, the Township did notify its citizens of the draft Plan through municipal newsletters and mailings to interested parties.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly public sewer, public water, and roads) and its natural resources were certainly a consideration in the development of the Township Plan and ordinance. It is not anticipated the expected level of growth and development will put a strain on existing or anticipated infrastructure.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process as undertaken by the Township incorporated several regional planning-related considerations, including:

Transportation - All municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - The Township will continue to monitor the need for public sewer service in the area adjoining the Salem City Regional Center (i.e., through citizen surveys, monitoring of development, etc.).

b. Regulatory Actions - Municipal zoning regulations are consistent with the Township Plan. Municipal officials have noted that they have reviewed their development review process and, wherever possible, eliminated unnecessary steps.

c. Programs - The municipality is participating in the County's Farmland Preservation Program and is cooperating with DEP and private organizations in the acquisition of environmentally sensitive lands.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. School facilities and preserved natural conservation areas are also used to provide recreation areas/facilities to residents (multiple use of facilities). They participate in inter-municipal shared service agreements in the provision/financing of their court system, trash pickup, and, of course, public sewer and water. They require developers of major subdivisions/site plans to pay their pro-rata share of off-tract improvements. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township's Plan policies (expressed in their Plan and zoning maps) reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands.

b. Investment Policies - As noted above, the Township is actively involved in a farmland and natural area land easement/acquisition program.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township ordinance includes sections on environmentally sensitive lands and stream easement protection. Clustering is permitted in the Rural Residential zones (environs).

The maintenance and revitalization for the existing community

Improvements of the proposed Center's infrastructure and quality of life are the Township's highest priorities.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's proposed Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where infill is encouraged and occurring. It is a well-defined rural community bordered in part by natural areas, State-owned wildlife areas, farmland and open space. Sidewalks in new major developments are required by ordinance.

Mapping of Community Development boundaries

The Township mapped the community development boundary of the proposed Regional Center with guidance from the County Planning and OSP staff.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified by the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township does provide information to residents on municipal services through tax bills and newsletters.
- Even though the Township is primarily rural, it has some of the advantages and opportunities on an urban area, particularly when it comes to mass transit. NJ Transit and the County system provided service to residents to the County's urban region, Philadelphia and Wilmington.
- The Salem County Work-first New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. The public and private efforts that have resulted in the creation of several protected wildlife management areas are moving in the direction of creating a preserved greenway. Farmland preservation efforts at the County and Township level (including the Township's "Right-To Farm" ordinance element) have made progress in the area of resource protection.

In recognition off the emphasis on protection of natural resources, it may be beneficial for the Township to prepare a conservation plan element for inclusion in the master Plan. This plan would generally provide for the preservation, conservation, and utilization of natural resource, and would systematically analyze the impact of the other master plan elements on the present and future uses of these resources.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for additional programs, legislation (e.g., transfer of development rights) and other mechanisms to assist the municipality in its effort to preserve the environs.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Continuously monitor development patterns and general population growth to assess the effectiveness of current zoning of the environs in channeling new development into centers.
- Consider the advantages of creating an environmental commission or committee.

NEGOTIATION AGENDA

C-1 Steams - The Township does have C-1 streams (classification 1 streams). The identification of these watersheds as C-1 Streams must be clarified with the SPC. Also, the Township expressed a major concern with the regulation of permitted uses in the buffer area surrounding C-1 watersheds. Specifically, the Township requested clarification on whether farming will be permitted by the stream having a significant impact and adverse effect on farming, which represents the largest land use in the Township.

Threatened and Endangered Species – The Township maintains several areas under the DEP overlay data that have been identified and habitat area for threatened and endangered species. The Township expressed strong concerns with any restrictions on farming that may be associated with new or proposed regulations resulting from the DEP mapping data.

Preservation of Environs - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights) to assist the Township in its efforts to preserve agricultural lands.

Oldmans Township

Mayor:	George W. Bradford
Cross-Acceptance Meeting Date:	August 16, 2004
Population – 2000 Census:	1,798
Number of Households:	694
Total Area in Square Miles:	20.30
Population Density Per Sq. Mile:	90.0

OVERVIEW

General Description / Major Considerations

Oldmans Township lies just outside the eastern fringe of the County's metropolitan area. I-295 (with one interchange in the Township's center), US 130 and the New Jersey Turnpike (with no local interchanges) intersect the Township. It is bounded on the west by the Delaware River and on the northeast by Oldmans Creek, and just beyond the Creek (in Gloucester County) is the Pureland Industrial park. The Township is currently not served by public sewer, and public water is only available to the villages of Pedricktown and Auburn. Some commercial and industrial development has occurred along US 130.

Its access to I-295 and proximity to Pureland is an indication of its development potential, which is somewhat restricted by scattered wetland areas throughout the Township and a large flood hazard area on the northwest corner of the Township. The Township has planned and zoned a large -mixed use development core in the northwest portion of the municipality, while the surrounding area from the southwest to the eastern border has been planned/zoned Agricultural/Residential (2 acre lot minimum). It should also be noted that the Township has a public use airport (Oldmans Airport).

Municipal officials have, during the previous and current round of cross-acceptance, expressed an interest in attracting the type of industrial development that has occurred just beyond its border in Logan Township (Pureland).

The basic goals of the Township Master Plan (1990) are to:

- Preserve the integrity of individual neighborhood areas
- Conserve natural resources and environmentally sensitive areas
- Preserve open space and farmland
- Discourage strip development and suburban sprawl
- Provide for adequate water supply and sewerage disposal facilities.

Planning Areas

- **PA 1** - A small portion of the County's Metropolitan Planning Area formerly extended into the southwest corner of Oldmans Township. The Preliminary State Plan now calls for the removal of PA 1 in Oldmans Township.
- **PA 2**- During Cross Acceptance Round 2, the State Planning Commission designated the creation of PA2 in Oldmans from Route 130 East to Route 551, including the Commercial-Industrial zone around I-295
- **PA 4a** – Approximately one-third of the Township, along the north and east boundary is designated as Rural Planning Area.
- **PA 4b** – The Preliminary State Plans calls for the expansion of PA 4b to include all areas from Route 130 west to the Delaware River as several farmlands east of Route 130 along the Township southern boundary.

Proposed Planning Areas Changes

Oldmans Township requests an expansion of the area designated for PA-2 to balance the loss of PA-2 areas between Route 130 and Delaware River. The Township also proposes to remove additional areas along the northern border from PA-2 to PA-4b.

Compatibility of Township Plan/Zoning Map with the Proposed Centers/Environs map

- **Village - (Pedricktown)** The proposed Center boundary encompasses the area in Pedricktown zoned "Village Residential (VR)" and "Village Commercial (VC)", as well as a small part of the "Rural Residential" zone (1 acre minimum lot size)
- **Hamlet - (Auburn)** - The boundary encompasses the community's VR and VC zone, as well as a growth fringe area within the Agricultural Residential zone.
- **Hamlet - (Perkintown area)** - The boundary is conterminous with the community's Village Residential Zone Planned Village (around the I-295 interchange) - This generalized boundary encompasses the Commercial-Industrial and Commercial zones on either side of I-295.
- **Environs** - Outside of the centers and nodes, most of the defined environs of the Township's Rural PA are zoned Agricultural Residential (2 acre minimum lot size), which should serve to discourage growth.

Population and Projections

1980 – 1,847
1990 – 1,683
2000 – 1,798
2005 – 1,816 (SJTPPO Projection)
2015 – 2,039 (SJTPPO Projection)
2025 – 2,158 (SJTPPO Projection)

- **Population projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025 indicate an increase in population for the Township of 342 between 2005 and 2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 158 jobs between 2000 and 2025 as projected by SJTPO.

Municipal Concurrence with The State Plan Vision Statement

The original intent of the Suburban Planning area for Salem County was to serve as a planned growth corridor. Township cross-acceptance representatives have indicated that the Township's primarily interested in light industrial development within this area, (particularly along I-295) consistent with County's vision and Smart Growth Plan.

However the Township is also committed to the preservation of its environs, as indicated by its Plan and zoning regulations.

The Township regulations contain several noteworthy elements that support the Vision Statement of the State Plan, including:

- "Right to Farm" element
- Residential cluster zoning
- Requirement for off-tract contributions for major subdivisions/site plans
- Requirement of environmental and community impact statements for major subdivisions/site plans

Potential Issues /Identified Problems

- **Economic Development** - The need for ratables in the Township. The Township is particularly interested in industrial park development along I-295 and age-restricted residential development in the eastern areas
- **Center Enhancement** - Need for Public sewer/water to support the Smart Growth Corridor. The Township also indicated a need to upgrade its public water system in Pedricktown.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff review the following:

- Master Plan - 1990
- Land Development Ordinance – 1990

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts” -

Planning is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The Master Plan incorporated all of the required and recommended elements of the MLUL.

b. Collaborative - The Plan does examine the relationship of its Plan/zoning with contiguous municipalities, and finds that there are no significant conflicts.

c. Citizen Based - In addition to all of the required notices and public hearings, the Township did notify its citizens of the draft Plan through municipal newsletters and mailings to interested parties.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly public sewer, public water, and roads) and its natural resources were certainly a consideration in the development of the Township Plan and ordinance. It is not anticipated the expected level of growth and development will put a strain on existing or anticipated infrastructure.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process as undertaken by the Township incorporated several regional planning-related considerations, including:

- Conservation of the inter-municipal Mannington Meadows region. Township zoning classifies this region as “Conservation” and protects it accordingly.
- Transportation - All municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions- The Township will continue to monitor the need for public sewer service in Planned Growth Corridor (i.e., through citizen surveys, monitoring of development, etc.).

b. Regulatory Actions- Municipal zoning regulations are consistent with the Township Plan. Municipal officials have noted that they have reviewed their development review process and, wherever possible, eliminated unnecessary steps.

c. Programs - The municipality is participating in the County's Farmland Preservation Program and is cooperating with DEP and private organizations in the acquisition of environmentally sensitive lands.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. School facilities and preserved natural conservation areas are also used to provide recreation areas/facilities to residents (multiple use of facilities). They participate in inter-municipal shared service agreements in the provision/financing of their court system, trash pickup, and, of course, public sewer and water. They require developers of major subdivisions/site plans to pay their pro-rata share of off-tract improvements. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township's Plan policies (expressed in their Plan and zoning maps) reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands.

b. Investment Policies -As noted above, the Township is actively involved in a farmland and natural area land easement/acquisition program.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township ordinance includes sections on environmentally sensitive lands and stream easement protection. Clustering is permitted in the Rural Residential zones (environs).

The maintenance and revitalization for the existing community

The proposed Smart Growth Corridor is, and will continue to be, the focus of the Township's community revitalization efforts. Improvements of the proposed Center's infrastructure and quality of life are the Township's highest priorities.

Development/Redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's proposed Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where infill is encouraged and occurring. It is a well-defined rural community bordered in part by natural areas, State-owned wildlife areas, farmland and open space. Sidewalks in new major developments are required by ordinance.

Mapping of Community Development boundaries

The Township mapped the community development boundaries of the proposed Centers with guidance from the County Planning and OSP staff.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified by the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township does provide information to residents on municipal services through tax bills and newsletters.
- Even though the Township is primarily rural, it has some of the advantages and opportunities on an urban area, particularly when it comes to mass transit. NJ Transit and the County system provided service to residents to the County's urban region, Philadelphia and Wilmington.
- The Salem County Work-first New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. Given the extensive amount of wetlands in the Township, Municipal officials are sensitive to the need to protect them from encroachment.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan -

Township recommendations primarily relate to the needs for economic development near the I-295 interchange in the Township.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Continuously monitor development patterns and general population growth to assess the effectiveness of current zoning of the environs in channeling new development into centers.
- Consider the advantages of creating an environmental commission or committee.
- Updating the Township Plan/ordinances to address issues such as economic development (focusing on the industrial park development discussed above) and resource conservation (e.g., conservation and protection of Oldmans Creek and its corridor).

NEGOTIATION AGENDA

Oldmans Township requests an expansion of the area designated for PA-2 to balance the loss of PA-2 areas between Route 130 and Delaware River. The Township also proposes to remove additional areas along the northern border from PA-2 to PA-4b.

Penns Grove Borough

Mayor:	John A. Washington
Cross-Acceptance Meeting Date:	September 13, 2004
Population – 2000 Census:	4,886
Number of Households:	2,075
Total Area in Square Miles:	.93
Population Density Per Sq. Mile:	5,275.8

OVERVIEW

General Description/Major Considerations

Penns Grove Borough is a small (approximately 1 square mile) urban municipality located along the Delaware River and bordered by the river and Carneys Point Township. Over 98 percent of the municipality is developed, and predominant land uses are residential (approximately 70 percent) and commercial (10 percent). Many of the residential units are on very small lots (with resulting overcrowding) and approximately 50 percent of the dwellings are rental units.

The Borough is traversed by US 130, which at one time (prior to the construction of I 295), was a major, heavily traveled highway. NJ 48 (which terminates at US 130 in the Borough) links Penns Grove with I 295 (1.2 miles from the Borough line) and, of course, to the bridge crossings along the Delaware River (providing access to Wilmington, Philadelphia and other major cities). The connection to the New Jersey Turnpike is just a few miles from the Borough.

According to the *2000 Census*, 21 percent of Penns Grove's residents live below the poverty level. The 2003 *Annual Average Labor Force Estimates By Municipality* table from the NJ Department of Labor website, www.wnjin.state.nj.us, indicates Penns Grove has a 14.7 percent unemployment rate: 1,945 persons working while 338 remain unemployed, which is a 4.4 percent increase in unemployment from 1999 to 2003. The proposed waterfront project below will increase job opportunities for the Borough's unemployed and low or moderate-income residents.

Fenwick Commons, LLC, developer of The Riverwalk at Penns Grove, a 191,000 square foot riverfront entertainment center, has presented Penns Grove Borough with a tremendous opportunity for redevelopment. With more than \$20 million in public and private funding commitments, construction of this retail, entertainment, dining, and hotel facility is expected to begin in 2001. As a Delaware River "destination point," the Riverwalk Project will attract tourism and provide a needed economic lift for to the Borough.

Borough officials have seized on the opportunity for economic revitalization, working closely with Fenwick Commons to support the Riverwalk project. The Borough already has rezoned the

waterfront area, creating Marina District 1 and Marina District 2, and secured funding for the creation of an 800 by 30 foot Riverwalk Park as a public amenity. Borough officials now have turned to the redevelopment process to provide financial incentives for business retention and development throughout the Borough. The Council, Planning Board, and Redevelopment Authority have proceeded with an understanding that revitalization should be broader than just “on the waterfront.”

However, in order for this project to be successful, it is critical that the upgrades to the municipal sewer plant are implemented to provide public infrastructure and sanitary wastewater treatment to support the redevelopment area. The Borough is fully served by public sewer and water. Penns Grove Water Supply (private utility) provides public water service, while the Penns Grove Sewer Authority provides public wastewater service to the Borough. Mass transit is provided by the County’s SCOT system and New Jersey Transit, linking the Borough with other urban areas in the County and to Philadelphia and Wilmington. Conrail has a line (rail freight service) running through the Borough.

The three basic goals of the Borough’s Master Plan (1990) are as follows:

1. Near-Term: - Develop methods and strategies to encourage and facilitate commercial investment and economic revitalization in Penns Grove
2. Short Term: Improve the material appearance of commercial establishments, storefronts, and homes along targeted sections of the two main traffic arteries in the Borough (Main Street from Virginia Avenue to State Street and Broad Street from Beach Avenue to Harmony Street)
3. Long Term: Enhanced revitalization of the Borough through high quality private investment, controlled commercial growth, high standard land use controls, and housing opportunities

Description of Redevelopment Area and Redevelopment Plan

The Penns Grove Redevelopment Plan identifies linkages needed to insure that the Riverwalk project will have a corresponding, positive inter-relationship with the Borough’s business district, which extends along Main Street from the River, east to and along Broad Street. Specifically, this plan provides direction for redevelopment of the area to insure the Borough’s continued vitality as a residential community and as a source of employment for residents.

The Study Area was selected to encompass the major commercial corridors in Penns Grove including Broad Street, Main Street, and Route 130. As shown on the attached composite tax map, the boundaries of the study area generally are Pitman, Griffith, and Harmony Streets on the north; North Smith Street and the Delaware River on the west, Iona, Diver, Willis, Sack, and Railroad Avenues on the south; Route 130 on the east and East Main Street to the Borough Boundary. The Study Area also includes all properties fronting on Route 130 from Iona Avenue north to the Borough boundary. Within the boundaries, the Study Area includes properties fronting on Delaware Avenue, Harmony Street, Pitman Street, Broad Street, Main Street, Railroad Avenue, Franklin Street, Penn Street, Oak Street, Mill Street, Naylor Avenue, State Street, Mary Street, Mitchell Avenue, Westminster Avenue, Smith Street, Iona Avenue, and Diver Avenue.

Penns Grove's main commercial corridors are located along Main Street, Broad Street, and Route 130. The inclusion of these corridors was the primary consideration in selecting the redevelopment plan study area. The Study Area roughly encompasses the C.O.S. and Marina Districts and includes redevelopment opportunities represented by the empty West Harmony Street School and the only three significant vacant land areas within the Borough: west along the Conrail Railroad Tracks between Harmony Street and Pitman Street, east along the Delaware River between Main Street and Railroad Avenue, and along Route 130.

Planning Areas

Planning Areas - The Borough is classified as a Metropolitan Planning Area (PA1)

Proposed Revisions / Boundary Changes

- **Centers** - No proposed changes
- **Planning Areas** - No proposed changes

Population and Projections

1980 – 5,760

1990 – 5,228

2000 – 4,886

2005 – 4,876 (SJTPPO Projection)

2015 – 4,755 (SJTPPO Projection)

2025 – 4,691 (SJTPPO Projection)

- **Population projections**, as developed for the SJTPPO Regional Transportation Plan for the year 2025, indicates a marginal population decrease for the Borough.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 45 jobs between 2000 and 2025 as projected by SJTPPO.

Redevelopment Planning

In the Borough's 1990 Master Plan, a single challenge is presented: to create a framework to improve the appearance of storefronts and homes along the main commercial arteries, and to ensure that this framework addresses long term solutions to maintaining these areas. The 1990 Master Plan details the negative impression created by current conditions and the obstacles to improving these conditions. In summary, the Plan recognizes that where there are declining commercial property values, the Borough's tax base is eroded, shifting the tax base burden onto homeowners.

In 1999, the Borough prepared a re-examination of the Master Plan and Land Use Ordinances. The Reexamination Report recommends that the Borough develop an economic development plan encompassing existing commercial districts and the proposed Waterfront/Marina District.

Specifically, the Report requests surveys of existing uses, non-conforming uses and available, abandoned or dilapidated properties. The Report further suggests that the economic development plan should include the following components: assess what types of businesses may be supported, consider public-private partnerships and off-street parking opportunities, provide information useful to prospective and current developers and business owners, and create an entity to implement the plan and act as a conduit between the Borough and the business community.

In the 1990 Master Plan, it is noted that as redevelopment of the waterfront area and the downtown business areas occur, additional off-street parking areas must be planned for and established in order for these initiatives to succeed. Existing stores are small and outdated, and located on lots that do not provide room for expansion or adequate parking. Moreover, existing commercial buildings are located in the midst of residential areas with insufficient room to buffer higher intensity uses.

Finally, the 1990 Master Plan emphasizes the need for improvements to the ingress and egress routes, both in appearance and in traffic flow, as activity increases in the Borough.

Land use on these roadways is scattered among housing, gas stations, repair garages, used car dealerships, motels, diners, bars, and taverns. Interspersed among these uses are public facilities including bus stops, school athletic fields, a social services building, and the YMCA. A broader planning perspective will enhance the compatibility of these uses. The installation of sidewalks and curb cuts would improve pedestrian circulation. Traffic calming measures would improve pedestrian and automobile safety.

In 2000, the Borough subsequently created the Marina District 1 and Marina District 2, both of which are included in the redevelopment study area. The authorizing ordinance describes conditions in this area as reflecting years of decline and neglect in economic vitality including obsolete buildings and layout, vacant space and improper circulation. Redevelopment of the area is the primary goal of the Marina Zoning designation.

The Redevelopment Plan is intended to guide the redevelopment of the Study Area in accordance with the following goals and objectives:

Redevelopment

- Encourage strategic land assembly, site preparation and infill development, public/private partnerships, and infrastructure improvements.
- Offer incentives to attract and retain businesses.
- Promote private sector investment through supportive government regulations, policies, and expedited review of proposals that support appropriate redevelopment.
- Encourage redevelopment to support efficient use of infrastructure, transit, and other uses.
- Retain and enhance the small town character of the community.
- Replace outdated and obsolete land uses and development patterns with solutions that fit with the community character.
- Identify Target areas and projects to jump start revitalization.

Historic Preservation

- Encourage preservation and adaptive reuse of historic or significant buildings and landscapes.
- Inventory and designate, where possible, historic districts.
- Coordinate historic preservation with tourism efforts.

Housing

- Provide a full range of market rate housing options through redevelopment, adaptive reuse of non-residential buildings, and rehabilitation.
- Provide for infill housing opportunities as detailed in the list of redevelopment activities.
- Renovate, upgrade, and maintain housing stock.

Transportation

- Encourage the use of public transit systems, pedestrian, and alternative modes of transportation to increase pedestrian activity.
- Establish uniform and aesthetic sidewalk areas to encourage pedestrian use.
- Create opportunities for transit-oriented development.
- Improve existing economic activity and develop economic concentrations of activity such as increasing potential patronage of downtown areas.
- Provide adequate mass transit linkages to access jobs and goods and services.
- Strengthen tourism activities to the area.

Recreation and Open Space

- Use open space to reinforce neighborhood and community identity.
- Expand and link recreational activities in the area through redevelopment projects.
- Link recreational facilities by pedestrian and bicycle paths.

Municipal Concurrence with The State Plan Vision Statement

The Penns Grove Redevelopment Area is wholly within the confines of the Penns Grove Borough limits. The redevelopment area is adjacent to areas of Carneys Point and Oldmans Townships, both of which are currently undergoing similar redevelopment planning efforts.

In addition, Carneys Point, Oldmans and Penns Grove are among the five municipalities designated as the “Salem County Western Economic Growth and Development Corridor.”

Through cross-acceptance, the State Planning Commission agreed to amend Planning Areas 2 and 3 in Salem County and the NJ Department of Community Affairs provided a Smart Growth Planning Grant to develop a Smart Growth Regional Plan for the Planned Growth Corridor. This Smart Growth Plan will develop a regional approach to land use, economic development, community facilities, infrastructure, and conservation planning consistent with the goals and objectives of the State Plan, the County Growth Management Plan, and plans of the municipalities in the Planned Growth Corridor.

The redevelopment plan is consistent with and addresses specific goals in the Salem County Growth Management Plan. The vision of the Salem County Master Plan is that future growth

should be directed to the developed areas of the County, where it will be supported by existing infrastructure and major roadways, and should be managed to embrace the traditional agricultural nature of the County. The Growth Management Element of the County Master Plan encourages concentrating development within developed areas, preserving open space, and maintaining the County's rural character and the community character of rural towns and villages.

The Salem County Development Guide Plan states:

"Growth management goals to promote the growth and revitalization of urban areas... and the objective of growth should be encouraged to occur in the County's existing developed urban areas and rural Communities in order to utilize existing infrastructure and minimize the cost of providing new infrastructure and services."

Further, as discussed in the State Plan section, the Salem County Plan identifies Penns Grove Borough as a small, urbanized area served by infrastructure that can accommodate in-fill development and redevelopment.

The redevelopment plan is also consistent with the New Jersey State Plan. Penns Grove Borough is in Planning Area (PA1) according to the State Development and Redevelopment Plan (SDRP) Map. The State Plan objectives for PA1 include promoting redevelopment efforts such as infill and land assembly, public/private partnerships, and infrastructure improvements as well as preserving the existing housing stock through maintenance and rehabilitation.

Based on review of the Municipal Master Plan, it is clear that its "vision" for the future revitalization and redevelopment of the Borough is in line with the SDRP Vision Statement. The Municipal Plan envisions the development of its waterfront with commercial uses that would have a regional attraction, the beautification of the Borough's main streets, renovation of substandard structures and provision of parks and common open space.

The Borough's Plan and regulations contain several noteworthy elements that support the "vision" of the State Plan including:

Ordinance elements -

- Detailed standards for the protection of environmental features (floodplains, steep slopes, lakes, ponds and wetlands, etc.) on lots to be developed
- Provision for cluster developments in single family residential districts
- A Housing Plan (1990) that addresses the Borough's housing rehabilitation needs

Potential Issues / Identified Problems

▪ Conduct building and structural surveys to assess safety conditions

The Redevelopment Law (NJSA 40A:12A-8h) provides the legal authority to "enter into any building or property to conduct investigations or make surveys, sounding or test borings, in furtherance of the Redevelopment Plan." The most notably unsafe and structurally unsound building in the redevelopment area is the former Broad Street School located at the corner of Broad and West Harmony Streets. However, since Broad and Main Street contain numerous vacant commercial buildings, many building and structural surveys may be required to assess

unsafe conditions. The Borough Construction Office will be encouraged to utilize the redevelopment authority to survey vacant properties to assess structural conditions.

- **Strengthen or identify code enforcement efforts**

The Borough currently aggressively enforces the BOCA Property Maintenance Code. The Borough recently enacted a Landlord Licensing Ordinance requiring yearly inspections of rental properties. The Redevelopment Authority will pursue funding for housing rehabilitation and work closely with the Borough Housing Department to encourage code compliance by offering funding to maintain properties. Specifically, the Redevelopment Authority will seek to preserve the existing stock of occupied housing by providing appropriate preservation programs to property owners under the authority of the Redevelopment Law (NJSA 40A:12A-8j) to make “(1) plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements; and (2) plans for the enforcement of laws, codes, and regulations relating to use and occupancy of buildings and improvements, and to compulsory repair, rehabilitation, demolition or removal of buildings and improvements.”

- **Create a linear park along the Delaware River on the Riverwalk site**

Penns Grove Borough has received \$1,000,000 in funding commitments from the NJ Department of Environmental Protection (NJ DEP) Green Acres Program. Green Acres funds will be used to improve public access to the waterfront by creating a 30 by 800 foot waterfront walkway for the Riverwalk Project. The walkway will include attractive fencing along the river and decorative lighting. Both Penns Grove Borough and the Penns Grove Redevelopment Authority will execute necessary lease agreements to establish site control for these public improvements.

- **Promote Homeownership**

It is the policy of the Borough and its Redevelopment Authority to promote homeownership through the rehabilitation of existing homes, the conversion of multiple dwelling to single-family homes, and through construction of new infill housing to strengthen existing residential neighborhoods. Accordingly, the Borough and the Redevelopment Authority encourage homeownership by entertaining applications for five-year tax abatements from increased property assessment for owner occupants. NJSA 40A:21-1 provides the authority for five-year tax abatement whereby taxes are phased in 20% per year.

New infill housing sites will target the redevelopment area bordered by South Broad Street to the East, East Main Street to the North, and US Route 130 to the West. The Redevelopment Authority will encourage strategic land assembly, site preparation and infill development within this area. Design standards or prototype designs will be developed to lower costs and ensure compatibility with the neighborhood.

- **Streetscape Enhancement**

Develop a design and/or historic theme for streetscape improvements that enables the central business district (Main and Broad Streets) to act as a uniform entry to the waterfront development. Specifically, the Redevelopment Authority will retain appropriate professionals to consider the possibility of establishing a tourist information center and to

develop a uniform streetscape pattern through the installation of shade trees, street lighting, signage, sidewalks, and curb cuts. The Redevelopment Authority will also provide for installation of underground utilities where feasible in replacement construction and implement phased payment schedules or deferred payments for utility improvement assessments for owners.

▪ **Commercial Development**

Foster the redevelopment of the critical intersections for broader revitalization, particularly the intersection of Broad and Main Streets. The Redevelopment Authority will enter into redeveloper agreements, as needed, to achieve this objective. All agreements with redevelopers shall contain a covenant running with the land requiring that the redevelopers construct improvements in conformity with the redevelopment plan, and commence and complete such construction within a reasonable time frame as determined by the Redevelopment Authority. Further, the redeveloper agreement shall prohibit the redeveloper from selling, leasing or otherwise transferring the project or any part thereof without the written consent of the Redevelopment Authority.

▪ **Identify sites to provide off-street parking**

Create surface parking lots within the redevelopment area, preferably parking lots in proximity to the Riverwalk waterfront development project. Parking lot designs shall include appropriate landscaping, decorative wrought iron fencing or equivalent, or a combination of brick and decorative fencing to mitigate their impact on adjacent properties. The Borough currently owns or will soon acquire several properties along Harmony Street that may be targeted for parking including the former Broad Street School, the former School Administration building, and a significant vacant lot along the railroad.

▪ **Develop a circulation plan**

To improve vehicular and pedestrian circulation, the Redevelopment Authority will retain professionals to prepare recommendations to improve ingress and egress through the central business district and the Riverwalk waterfront development project. Under the Redevelopment Law, the Redevelopment Authority maintains the discretion to provide infrastructure and circulation improvements to assure the public safety and security of residents.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Master Plan – 1976
- Master Plan – 1990 (Land Use Element)
- Housing Plan Element – 1990
- Land Development Ordinance – 1985
- Re-examination Report – 1999
- Redevelopment Area and Investigation Report – 2001
- Redevelopment Plan – 2001

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts” -

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 1990 Master Plan addresses, to varying degrees, all of the required/recommended elements of the MLUL, although not in the format outlined in the MLUL. The primary focus of the Plan is the redevelopment and revitalization of the Borough. Infrastructure (public sewer, water, roads) is developed to the extent possible in this small municipality, and so is not given a great deal of attention in the Plan.

b. Collaborative - The Penns Grove Redevelopment Area is wholly within the confines of the Penns Grove Borough limits. The redevelopment area is adjacent to areas of Carneys Point and Oldmans Townships, both of which are currently undergoing similar redevelopment planning efforts.

In addition, Carneys Point, Oldmans and Penns Grove are among the five municipalities designated as the “Salem County Western Economic Growth and Development Corridor.”

c. Citizen Based - In addition to all of the required notices and public hearings, the local newspaper (Today’s Sunbeam) reports on all major Borough activities, including Plan and ordinance updates.

d. Capacity Based - Given the fact that the Borough is almost completely developed, the capacity of the Borough’s infrastructure (particularly public sewer, public water, and roads) to accommodate future development is not as much an issue as is the need to improve and revitalize what already exists. The Plan notes that residential housing is too densely developed in certain areas (in some cases there are more than one house per lot) and points to the need for common open space to support the existing development. The need to protect and enhance its natural resources (particularly the natural assets and recreation potential of its riverfront areas) is also addressed in the Plan.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The regional issues affecting the Borough primarily related to the economic advantages of inter-municipal coordination in the delivery of municipal services (the Borough has applied for a grant to study the benefits of and opportunities for inter-municipal shared services). In addition to this, the Borough is involved in the SJTPO regional transportation planning process through the County Planning Office

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions/ Programs- The Plan includes a number of recommendations relating to urban revitalization/beautification, economic development and, more specifically, to the renovation of its municipal building and creation of a municipal park. The Borough built the park in 1998 (Barber Avenue Park) and is currently examining alternatives relating to its municipal office space needs. The Borough is or has been involved in a number of programs and municipal efforts, and received several major (and in some cases, ongoing) grants that implement its plan recommendations, including the following:

- Neighborhood Preservation Program grant for urban beautification and renovation projects (e.g., housing rehabilitation, facade improvement, and the planting of shrubs and trees)
- Small Cities Grant - to rehabilitate homes in the Borough and bring them up to code
- Public Facilities Grant - funding used for the upgrading of the Borough's storm drainage system
- Revolving Loans (municipal program) to fund the location of new business or expansion of existing businesses in the Borough

b. Regulatory Actions- The Master Plan does not include a Land Use Plan map, although the zoning map reflects the general recommendations of the Plan. The regulations include provisions for residential cluster developments and common open space (as recommended by the Plan).

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Borough planners and officials are responding to this general concept. They are, as noted above, aware of the economic advantages of multiple use of facilities and have applied for a grant to study the feasibility of sharing services/facilities with surrounding municipalities. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning / Investment Policies - Since Penns Grove Borough is largely a built-up community, the problem of future excess land consumption is not a major consideration. The 1990 Plan includes the objective of emphasizing “*the proper utilization of the Borough's limited physical resources in order to sustain the value of the community's natural environment*”.

b. Regulatory Actions - The Borough ordinance includes sections on protection of wetlands and flood hazard areas, and the protection of natural features in subdivisions and tree coverage on lots. Clustering is permitted in the R1 and R2 Residential Districts.

The maintenance and revitalization for the existing community

The primary focus of the Borough's 1990 Master Plan is the revitalization and redevelopment of the municipality. The Borough has been pursuing several options for the funding of a strategic plan (which would focus on the commercial development of the waterfront area). As noted above (Section 3a), the Borough has been or will be receiving grants for urban beautification/revitalization projects, and has developed a revolving loan program for economic development projects.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

Penns Grove Borough has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where some infill (particularly non-residential) is encouraged by the municipality. It is part of the larger urban area, and is bordered on one side by the Delaware River

Mapping of Community Development boundaries

The community development boundary of the proposed Penns Grove Town Center is assumed to be the entire municipality.

The identification of cores and nodes as places for more intensive redevelopment

The urban core of the municipality has been identified by the Borough.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The local newspaper provides information to residents on municipal activities and major events, and the Borough is currently looking into other options to provide residents with information
- NJ Transit and the County SCOT system provide service to residents to the County's urban region, Philadelphia and Wilmington
- The Salem County Work-First New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment
- Transportation for the elderly and handicapped is administered by the County, in cooperation with the Borough

The protection, restoration and integration of natural resources and systems

As noted above, the Borough's Plan and ordinance reflect the objective of protecting the municipality's environmentally sensitive areas. The Borough has a section in its ordinance relating to the protection of its important and sensitive natural features. However, the Borough does not have a great deal of remaining undeveloped, developable land, and so this problem is minimal.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

<p>A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.</p>
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Municipal recommendations primarily relate to the need for continued assistance from the State for its economic development and urban revitalization efforts and to accelerate and streamline the center designation process for financially distressed communities.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Borough should consider the advantages of updating its Master Plan to reflect the State Plan and the Borough's strategic plan (when completed).

NEGOTIATION AGENDA

No issues were identified by the Borough.

Pennsville Township

Mayor:	Richard Barnhart
Cross-Acceptance Meeting Date:	August 23, 2004
Population – 2000 Census:	13,194
Number of Households:	5,623
Total Area in Square Miles:	24.81
Population Density Per Sq. Mile:	571.1

OVERVIEW

General Description/Major Considerations

Nestled in a bend of the Delaware River, Pennsville Township lies deep in the heart of rural Salem County in southern New Jersey. As one of the County's 15 municipalities, Pennsville Township shares with its neighbors a rich agrarian history as well as the challenges of a declining industrial economy.

Pennsville boasts the largest population in Salem County with 13,194 residents (2000 U.S. Census) and is one of the most geographically diverse municipalities in the State. Marshes, wetlands, and waterways permeate the east; the south and southwestern portions of the Town contain fertile farmlands, while the north and central parts have grown to be primarily residential and commercial. Pennsville shares municipal borders with Carneys Point to the north, Salem City (the county seat) and Elsinboro to the south, and Mannington to the east.

Transportation

Located along the Delaware River, Pennsville is strategically accessible to major roadways and metropolitan markets. The entrance to the Delaware Memorial Bridge is located in the north end of the Township linking the area to Interstate 95, Wilmington, Delaware and Philadelphia, Pennsylvania. NJ Route 49 connects local traffic to the Delaware Memorial Bridge to the west and to New Jersey and Delaware shore destination points to the east. Eastern destinations such as Atlantic City and the Garden State Parkway also are accessible along Route 40. Interchange 1 provides access to north and south destinations along the NJ Turnpike, Interstate 295 and Route 130.

While no passenger train service is available in Salem County, it does contain three active rail lines providing freight service. Of those, the Deepwater Line owned and operated by Conrail, runs from Woodbury to the DuPont Chambers Works Plant in Pennsville. The Port of Salem, located in neighboring Salem City, accommodates cargo freighters and has the added economic advantage of being designated a Foreign Trade Zone, which offers potential increased economic activity for the area.

New Jersey Transit provides three bus routes through Pennsville: Route 402 connecting Penns Grove and Pennsville to Pureland Industrial Park, Woodbury, Camden, and Philadelphia; Route

423, providing commuter service from the Penns Grove/Carneys Point/Pennsville area to Wilmington, Delaware; and Route 468, which provides local service among Carneys Point, Pennsville, Mannington and Salem City. Salem County also provides transportation for Pennsville seniors and people with disabilities. There is no taxi service in Pennsville.

Infrastructure

Pennsville is one of the few Salem County municipalities that can be considered “development-ready”. Both public water and public sewer are available in the Township and are capable of meeting increased demand. Pennsville has the added advantage of access to fiber optic cable, which runs along the NJ Turnpike/I-295 corridor.

History

Pennsville Township has a rich history. Salem County’s first European settler, Andrew Anders Seneca, Sr. purchased Obisquahassit, now known as Pennsville, from Native Americans in 1638. The town developed as a number of separate, but related, neighborhoods or villages as roads leading to Salem City and other nearby communities were built.

Today, Pennsville remains a community of separate and identifiable neighborhood centers, which form the whole township. These include: Deepwater, Glenside, Church Landing, Churchtown, Central Park, Penns Beach, Valley Park, Harrisonville, Pleasant Point, Beaver Dam, and (downtown) Pennsville.

Environment

Pennsville faces significant environmental constraints in that 57 percent of its land area is undevelopable wetlands. The vast wetlands and marshlands contain unique vegetation and wildlife. Currently, the Atlantic White Cedar is the only endangered woodland species known in Pennsville. The most prevalent type of wetlands are coastal shallow freshwater marshes, such as Mannington Meadows, and salt water meadows. Salem County’s surface waters drain into five major drainage basins all of which feed into the Delaware River and Bay; Salem Creek flows through Pennsville. The creeks, wetlands, and marshland areas provide water purification and excess storage capacity for storm water.

The land areas that lay above the 10-foot contour line are considered more appropriate for development as they would be less likely to flood. These areas are located at the northern end of the Township near the Memorial Bridge approaches and the Interstate highway interchanges, in the eastern section of the Penn Beach area, and along both sides of Hook Road and South Broadway south of Mahoney Road.

The Potomac-Raritan-Magothy (PRM) Aquifer supplies ground water for domestic and industrial users in Pennsville. The PRM provides water in excess of 500 gallons per minute. However, recent concerns with water supply from the PRM prompted NJ Department of Environmental Protection and the US Geological Service to initiate a study regarding the risk of salt-water intrusion and the capacity of the PRM to support current and projected water supply demands.

The majority of Pennsville's soils are of silty composition with clays, sands, and gravel comprising the balance. Roughly four percent of the Township's total soil resources can be considered prime agricultural.

Recreation

Salem County maintains approximately 35 miles of shoreline along the Delaware River and Bay, approximately one-third of which are in Pennsville. Large areas of tidal and freshwater marshlands, with only a few beaches, characterize this shoreline. The type of recreational and economic activity that results from this environment is different than what occurs in other coastal communities. Seasonal tourism is not an important part of Pennsville's shore area economy. Popular shore-related recreation activities include fishing, boating, and nature walks.

Pennsville also provides a full range of passive recreational opportunities. Fort Mott State Park is a 57-acre tract adjacent to the Delaware River provides access to the River for fishing, crabbing, picnic facilities, and the historic sites of Fort Mott Civil War Cemetery, Church Landing Farm, and Finns Point Lighthouse. A former amusement park site, Riverview Park is located in the center of Pennsville. The park is adjacent to an upscale restaurant and includes a promenade for walkers and bike riders along the river as well as fields and a children's play area. Pennsville also contains two national refuge areas: Killcohook National Wildlife Refuge (35 acres) and Supawna Meadows National Wildlife Refuge (1,718 acres). The DRBA operates, on a seasonal basis, the Three Forts Ferry, which carries tourists between Pennsville's Fort Mott State Park, Delaware City, Delaware, and Fort Delaware on Pea Patch Island.

Challenges of a declining industrial economy

In 1891, DuPont purchased a 200-acre farm along the Delaware River in Pennsville and Carneys Point Townships to build a small plant and laboratory producing smokeless gunpowder. With the outbreak of World War I, demand for the gunpowder exploded. At its peak in 1917, DuPont reportedly employed 25,000 people in the Carneys Plant One facility, many of whom lived in Pennsville. After the war, DuPont added the Chambers Works facility, located primarily in Pennsville, to produce dyes and related chemicals. By the 1960's, Chambers Works would become the largest chemical factory in the world and DuPont employed 25 percent of Salem County households.

Unfortunately, from the 1960's onward, the manufacturing industry in the United States declined and DuPont and other manufacturing companies in Salem County followed suit. During the past 30 years, global competition and environmental regulations required that DuPont relocate many of the site's business lines (i.e. construction of a new dyes facility in Puerto Rico), cease operations of some altogether (i.e. discontinuance of Freon and Tetraethyl Lead), and otherwise downsize its operation at the Chambers Works facility. More than 4,000 people were employed in moderate to high paying jobs at this facility in the mid-80s; now there are approximately 1,200. Some of the former employees have been unable to find suitable alternative employment in the area and the stagnation of employment opportunities has contributed to a loss of population and inability to increase the population.

Simultaneously, Deepwater Generating Station was forced to eliminate many of its employment opportunities when it became Conectiv. More recently, the closure of the Bristol-Myers

pharmaceutical research facility on the DuPont Chambers Works site further reduced employment opportunities.

Opportunities

Pennsville has natural and man-made resources that, if properly nurtured, will benefit the Township. Currently, Pennsville is capitalizing upon its advantageous location in the market for highway-oriented commercial development. Recent business enterprises include the Hampton Inn and Cracker Barrel Restaurant near the I-295 interchange. The Cracker Barrel has become one of the highest-grossing restaurants in its chain – due, Cracker Barrel officials say, to its superb location. The Township has initiated a redevelopment planning process in the surrounding area.

While DuPont still remains the second largest employer in Salem, County officials have recently initiated a study to explore the feasibility of enticing new businesses and companies to the DuPont Chambers Works site.

Pennsville Township maintains adequate infrastructure capacity and interest to view future economic development efforts optimistically. Further, with much of the region's protected waterfront, Pennsville has opportunities for greater recreation and tourism.

Planning Areas

- The urban area, and in particular, the unsewered portion of the Township is classified as Metropolitan Planning Area- PA-1. It should be noted that some of the PA1 areas within the CAFRA area (i.e., east of Hook Road- Rt. 551).
- Most of the unsewered portion of the upland area of the Township was classified as Fringe-PA3 following the 2nd round of Cross-Acceptance. The Preliminary State Plan map proposes the elimination of most of the Fringe Planning Area in Pennsville Township and replacing Fringe with Planning Area 4b Rural and Environmentally Sensitive.
- Most of the area within CAFRA (east of Rt. 551), and the State-owned (and CAFRA) land south of Lehigh and Lighthouse Roads are classified as Environmentally Sensitive, PA5.

Proposed Planning Areas Revisions

1. The Township is requesting that the Metropolitan Planning Area (PA1) be increased to include all sewerage areas.

2. The Township has two major concerns with the proposed planning area changes under the State Preliminary Plan. First, the Preliminary Plan calls for the elimination of the Fringe Planning Area, which severely restricts the potential developable area in Pennsville Township. Pennsville Township is part of the planned growth corridor and these changes would effectively eliminate their ability to participate in planned future growth initiatives. The second concern is that Pennsville Township represents one of the few areas in the State where Planning Area 1 is bordered by Planning areas 3 & 4. The Township proposes that the State Map be amended to reflect growth areas proposed in the Township's 208 wastewater Management Service Area Plan. These changes will include the following potential re-zoning areas:

- Explore opportunities to implement the existing Redevelopment Plan for the DuPont Chambers Works area (the industrial land near the Delaware Memorial Bridge) to attract new businesses and greater employment opportunities.
- Re-zone for Mixed Use/Commercial/Office the industrial zone along Industrial Road area and along Hook Road, just north of King Street and Humphreys Avenue (Glenside).
- Re-zone to Central Business District the area along Main Street, west of Broadway and immediately south of Riverview Park to provide for commercial uses such as bookstores and sidewalk cafes, and encourage development patterns adjacent that complement and protect the area's historic structures and cultural setting.

Compatibility of Township Plan/Zoning map with the proposed Centers/Environs map

- **Metropolitan Planning Area / Urban Core** - As would be expected, this area is planned and zoned for mixed-use (medium to high density) development, including industrial and commercial development.
- **Fringe Planning Area** - is zoned primarily "Development" which permits any uses permitted in the Residential, Commercial, or Industrial zones.
- **Environs (Environmentally Sensitive PA)** - As noted above, the Environmentally Sensitive Planning Area is within CAFRA and includes large areas of State-owned lands. Most of this area is currently zoned "Development", "Light Industry", or "Residential". However, the above-mentioned Township/County task force recommended that most of this area be zoned "Conservation" (this zone would have to be added to the Township development regulations).

The Pennsville Master Plan is consistent with contiguous municipalities, County plans, and the NJ State Plan. The Master Plan maintains Pennsville compliance with the Salem County Solid Waste Plan and addresses specific goals in the Salem County Growth Management Plan. The vision of the Salem County Master Plan is that future growth should be directed to the developed (western) areas of the County, where it will be supported by existing infrastructure and major roadways, and should be managed to embrace the traditional agricultural nature of the eastern and central areas of the County. The Growth Management Element of the County Master Plan encourages concentrating development within developed areas, preserving open space, and maintaining the County's rural character and the community character of rural towns and villages.

Pennsville Township along with Carneys Point, Oldmans, Penns Grove and part of Pilesgrove are the five municipalities designated as the "Salem County Western Economic Growth and Development Corridor." Through cross-acceptance, the State Planning Commission agreed to amend Planning Areas 2 and 3 in Salem County and the NJ Department of Community Affairs provided a Smart Growth Planning Grant to develop a Smart Growth Regional Plan for the Planned Growth Corridor. This Smart Growth Plan will develop a regional approach to land use, economic development, community facilities, infrastructure, and conservation planning consistent with the goals and objectives of the State Plan, the County Growth Management Plan, and plans of the municipalities in the Planned Growth Corridor. With assistance from the NJ

Office of Smart Growth, the completed Plan will serve as a submission to the State Planning Commission for regional plan endorsement.

This Master Plan for Pennsville Township provides for controlled development consistent with County and State plans. Specifically, this Plan recommends the following:

- Minimize the impacts of development on environmentally sensitive areas including wetlands, stream corridors, wellhead protection areas, and aquifer recharge areas,
- Rehabilitation and in-fill housing in established neighborhoods,
- Commercial, office, and mixed use development in the Township's limited developable vacant land
- Creation of a central business district,
- Expansion of open space along the Delaware River
- Improved circulation along existing roadways such as Route 49/Broadway, and
- Redevelopment of existing industrial areas.

The DuPont Chamber Works facility is located in both Pennsville and Carneys Point Township. Carneys Point is currently undergoing a redevelopment planning process for the DuPont site similar to the one recommended in the goals and objectives section of this Master Plan for Pennsville Township. This Master Plan also proposes re-zoning the eastern and southern borders of Pennsville Township for conservation purposes. In this manner, Pennsville will protect environmentally sensitive areas in neighboring municipalities such as the Mannington Meadows along the border of Mannington Township and the Salem River along the border of Salem City and Elsinboro Township.

E. Population and Projections

1980 – 13,848

1990 – 13,794

2000 – 13,194

2005 – 13,167 (SJTPPO Projection)

2015 – 12,840 (SJTPPO Projection)

2025 – 12,666 (SJTPPO Projection)

- **Population projections**, as developed by SJTPPO for the year 2025, indicates a population decrease for the Township (about 528 people from 2000-2025).
- **Employment Projections** - It is anticipated that there will be an increase of approximately 226 jobs between 2000 and 2025 as projected by SJTPPO.

Municipal Concurrence with The State Plan Vision Statement

The Pennsville Summit set a course for the municipality that, if followed, will lead the Township to a future that is similar to what is envisioned in the State Development/Redevelopment Plan.

The objectives of the Summit Report call for the development of a strategic plan for the urban center and the revision of the land development plan. The Summit participants noted that the lack of a Town center “identity” is a problem that needs to be addressed.

Identified Problems / Potential Issues

- To provide for desirable non-residential development in appropriate areas of the Township that compliments the existing character of the community and aids in broadening the local tax base.
- To continue and expand upon land use policies that promote controlled development at suitable locations and appropriate intensities, by attracting and limiting development to areas where sanitary sewer and public water supplies exist or are planned.
- To provide sound land use policies, procedures, and regulations that serve the needs of the community for housing, community services, communications, and a safe and healthful environment.
- To plan for the expansion of public water and sanitary sewer services, at a reasonable cost, in response to the proposals in the land use plan element.
- To promote regional cooperation, establish transportation policies, and encourage transportation alternatives that improve safety and connections between housing, employment, and commercial uses.
- To encourage the preservation, rehabilitation, and adaptive reuse of historic buildings and structures that enhance the rural character of the community.
- To protect sensitive environmental resources from destruction or degradation, including, but not limited to rivers, wetlands, stream corridors, potable water supplies, and aquifers.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Comprehensive Development Plan - 1977
- Land Development Ordinance – 1971, Amendments 1994 - 2003
- Plan Re-examination Report – 1982, 1992
- Strategic Plan for the Township of Pennsville - 1992
- Pennsville Economic Summit Report - October, 1997
- Master Plan – 2002
- Amended Housing Element and Fair Share Plan - 2004

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 2002 Master Plan includes the following Plan Elements:

- Goals & Objectives Element
- Land Use and Plan Element
- Housing Element and Fair Share Plan

b. Collaborative - The Plan does examine the relationship of its Plan/zoning with contiguous municipalities, and finds that there are no significant conflicts.

c. Citizen Based - The Township held a public meeting and rally (a videotape is available to the public) to inform and involve citizens of the economic and land use planning process resulting from the Township summit. In preparation of the Summit, local school students were surveyed to determine their perception of Township problems and needs. The Township (through the local high school) has a web page, which will be used to inform residents of updates to municipal plans and regulations.

d. Capacity Based - As indicated by the Township Plan goals (see - “A. General Description”) the capacity of the Township’s infrastructure, available services and its natural resources are a major consideration that is guiding the current planning process. Completion of a Township “adequate facilities impact study” action and compilation of an inventor of under-utilized infrastructure assets are action items (to be undertaken by a Township task force. As noted above, improvements are being made to the Township’s public water system and are anticipated for the wastewater treatment facility within the next five years.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The pattern of development that has historically occurred in this general urban area (encompassing portions of four municipalities) and its proximity to the regionally-significant Mannington Meadows and the Delaware River naturally lead to a regional approach in dealing with issues such as environmental and infrastructure (particularly roads and transit) planning and improvement. The Township is involved in the Delaware Estuary Study, which is working to improve the environment of the River and its estuary. Furthermore, the Township is involved (through the South Jersey Transportation Planning Organization) in the regional transportation Planning process, and has worked with this organization and the County to upgrade its major roads (e.g., Hook Road) and complete a traffic impact study of the regionally important State Route 49.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions- The Pennsville Township Economic Summit identified a number of recommended improvements to the Township's infrastructure (e.g., public water system) and recreational facilities (specifically targeted for children), which are being studied by the summit task force. As noted above, the Township is currently improving some of its facilities to provide better service to its residents and to accommodate anticipated growth.

b. Regulatory Actions- As noted above, the Township Plan map is not entirely consistent with the Township zoning map. However, officials are presently considering updating the Township Plan and ordinance to reflect the recommendations of the Summit, the State Plan, and CAFRA. An objective of the Pennsville Economic Summit is to "develop and implement an approval process for business and residential development that is user friendly".

c. Programs - It is anticipated that the Township will be considering several downtown improvements.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept. They are aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have stated in their Master Plan that new residential development should take place in existing neighborhoods where adequate utility service is in place. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The recommended revision to the Plan/zoning maps that resulted from the Summit include the proposal for a "conservation zone" (and corresponding planning area on the Plan map) that would be coterminous with the Township's CAFRA area. The Township recently updating its master plan and will work with OSP and the County to develop a Plan that can be submitted to the State for plan endorsement.

b. Investment Policies - The Township has worked in cooperation with SJTPO, the State and the County to complete and implement a traffic study for NJ49 in Pennsville.

c. Regulatory Actions - As noted above, the Township is considering updating their zoning map to identify and regulate environmentally sensitive areas. It should also be noted that the Township has an oil collection/recycling program.

The maintenance and revitalization for the existing community

The Township's urban center is, and will continue to be, the focus of the Township's community revitalization efforts as well as the need to develop a strategy for the downtown, urban area.

Mapping of Community Development boundaries

In keeping with the philosophy of the Preliminary State Plan, a Town Center was not identified in the Township's Metropolitan Planning Area (although the Township did identify its urban core). However, the entire PA1 area could be considered a "metropolitan" center.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township does provide information on municipal economic development through an Internet home page.
- Mass transit is available to the urban areas of the Township (through the County SCOT system and New Jersey Transit), providing access to the County's urban region and the Philadelphia and Wilmington areas
- A pedestrian ferry (operated by DRBA) currently runs between Fort Mott (in Pennsville) to Pea Patch Island and Delaware City
- The Salem County Work-first New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment.
- The creation of bikeways and walkways linking recreational areas and schools is a recommendation of the Township Plan, and the County is currently developing a bikeway report, which will include recommendations on bike-related roadway improvements.

The protection, restoration and integration of natural resources and systems

Wetlands and other undevelopable lands were identified in the Master Plan, and the recommended zoning map and proposed for rezoning as a "conservation zone". It should be noted that environmentally sensitive areas are regulated, to varying degrees, by CAFRA and Wetlands.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need to work with the State:

- To reduce the impact of State regulations (primarily Wetlands regulations) that hamper economic development
- To revitalize the Township's urban area to serve as a growth center and a magnet for economic development.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Continuously monitor development patterns and general population growth to assess the effectiveness of current zoning of the environs in channeling new development into centers.

NEGOTIATION AGENDA

1. The Township is requesting that the Metropolitan Planning Area (PA1) be increased to include all sewerage areas.

2. The Township has two major concerns with the proposed planning area changes under the State Preliminary Plan. First, the Preliminary Plan calls for the elimination of the Fringe Planning Area, which severely restricts the potential developable area in Pennsville Township. Pennsville Township is part of the planned growth corridor and these changes would effectively eliminate their ability to participate in planned future growth initiatives. The second concern is that Pennsville Township represents one of the few areas in the State where Planning Area 1 is bordered by Planning areas 3 & 4. The Township proposes that the State Map be amended to reflect growth areas proposed in the Township's 2008 wastewater Management Service Area Plan. These changes will include the following potential re-zoning areas:

- Explore opportunities to implement the existing Redevelopment Plan for the DuPont Chambers Works area (the industrial land near the Delaware Memorial Bridge) to attract new businesses and greater employment opportunities.
- Re-zone for Mixed Use/Commercial/Office the industrial zone along Industrial Road area and along Hook Road, just north of King Street and Humphreys Avenue (Glenside).
- Re-zone to Central Business District the area along Main Street, west of Broadway and immediately south of Riverview Park to provide for commercial uses such as bookstores and sidewalk cafes, and encourage development patterns adjacent that complement and protect the area's historic structures and cultural setting.

Pilesgrove Township

Mayor:	Edward J. Kille
Cross-Acceptance Meeting Date:	September 8, 2004
Population – 2000 Census:	3,923
Number of Households:	1,261
Total Area in Square Miles:	35.05
Population Density Per Sq. Mile:	112.4

OVERVIEW

General Description/Major Considerations

Pilesgrove Township is located in the north -central portion of the County. It surrounds the Borough of Woodstown, (designated as a “Town” Center) and shares several services with the Township, including the school system and a recreation area. A major, heavily traveled regional east-west route, US 40, runs through the Township, connecting it to the Delaware Memorial Bridge and to Atlantic City. It is served by mass transit along NJ 45, providing service to Salem City as well as the rest of the County’s urban area, and to Philadelphia.

As noted in the Township Master Plan:

. . . the municipality is a very low density, predominantly agricultural community with concentrations of development in several small villages and hamlets and ... scattered residential subdivisions

Pilesgrove is one of the County’s fastest growing municipalities (second only to Pittsgrove Township) with a population increase of 440 persons from 1980 to 1990, and a population increase of 673 between 1990 and 2000, for a total increase of over 35 percent in 20 years. Despite this, there are still areas of agricultural lands and open space that the Township would like to preserve and, in fact, large tracts of agricultural land have been permanently deed restricted for this use in the Township.

The Township has been very active on a number of state planning issues including the following:

Housing Plan

The Pilesgrove Township Planning Board adopted a Housing Plan Element of its Master Plan on May 12, 2004. The Plan provides for the development of a municipally sponsored affordable housing project in accordance with COAH regulations in the AH-1 zoning district that the Township established in 2002. The municipally sponsored affordable housing project will provide for the construction of up to 64 low and moderate income housing units to satisfy the cumulative fair share that COAH previously assigned as well as a surplus to address some or all of the Township’s anticipated Cycle III obligations. The Township is currently pursuing site

acquisition and development of the municipally sponsored affordable housing even though the Township is a defendant in unresolved *Mt. Laurel* litigation.

Farmland Preservation Plan

The Pilesgrove Township Planning Board adopted a Farmland Preservation Plan on March 17, 2004. The municipal farmland preservation plan proposes to acquire the development rights on up to 5,000 acres over a six-year period. The financial plan is based on the issuance of a bond issue by the Township with the debt service being paid by the recently adopted dedicated open space and farmland preservation tax (\$.03 per \$100 assessment). County and State grant monies will be used to leverage local farmland preservation funding. The Township recently received a Planning Incentive Grant from the State Agricultural Development Committee (the 'SADC') that will provide up to \$1.5 million per year for four years (for a total of \$6 million) in State funding for the acquisition of development rights within defined Agricultural Development Areas (ADAs).

Conservation and Recreation Plan

The Pilesgrove Township Planning Board adopted a Conservation and Recreation Plan Element of its Master Plan on August 26, 2004. The key components of the Conservation Plan are that a Conservation District be established to further protect the Township stream corridors and wetlands and that Critical Environmental Sites (CESSs) be designated as overlay planning districts to protect critical and unique habitats identified by the Natural Heritage Program of the New Jersey Department of Environmental Protection (NJDEP). The Open Space and Recreation Plan recommends the acquisition of a greenway along the Salem River from Sharptown to Upper Pittsgrove under a coordinated effort by State, County and local government. The Green Acres office of the NJDEP has already acquired lands in Sharptown and to the east of Woodstown along the Salem River and is actively pursuing the acquisition of additional lands along this corridor. The Recreation Plan recommends that the Township, County, and other public and non-profit agencies coordinate their efforts to support the acquisition of lands for active and passive recreation along this important stream corridor.

Land Use Plan

The Pilesgrove Township Planning Board has recently accepted a draft Land Use Plan element for presentation to the public. A public hearing on this document was held in November 2004. The key components of the draft Land Use Plan include expansion of the agricultural retention districts; limited expansion of the Woodstown Town Center into Pilesgrove; and the establishment of the conservation and CES planning designations described in the draft Conservation Plan. The key objectives of the draft Land Use Plan are to protect the Township's rural character; preserve the farmland and agricultural industry; support the development of the Woodstown town center; and to discourage continued sprawl caused by the development of planned infrastructure outside of designated centers in conflict with the state planning area designations. The draft Land Use Plan proposes that no wastewater treatment facilities shall be permitted unless they are included in a Wastewater Management Plan prepared and approved by Pilesgrove Township or the Woodstown Sewerage Authority.

Planning Areas / Proposed Centers

Planning Areas - The Township is classified as Rural -PA4a.

Proposed Revisions / Boundary Change

Pilesgrove Township requests that the Woodstown Town Center designation be extended on the Preliminary State Plan to include the approved sewer service area of the Woodstown Sewerage Authority (WSA). Currently, the town center designation ends at the Woodstown Borough limit even though existing and planned infrastructure of the Borough of Woodstown serves limited areas within the Township.

It is critical to Pilesgrove Township that the town center designation recognizes the approved sewer service area of the WSA's Wastewater Management Plan since the sewer service area includes extensive existing and proposed commercial development areas, a proposed regional school site, and a regional assisted living facility complex under construction in the Township. The proposed town center extension would include the area around the intersection of two state highways, the 'Pilesgrove Town Center' shopping complex, a regional bus stop, and is within walking distance of the Woodstown's Main Street.

Pilesgrove Township has designated a redevelopment area and an affordable housing zone in the immediate environs of the Woodstown Borough in conformance with sound planning principles. The redevelopment area contains commercial land and vacant lands that are in need of redevelopment. The affordable housing site consists of vacant land unencumbered by any wetlands, woodlands, floodplains, or other environmentally sensitive lands and is capable of satisfying the township's current and prospective affordable housing obligations.

Woodstown Town Center Extension

The adopted SDRP contains a potential town center extension to the east of the Woodstown Borough. Pilesgrove Township proposes that the town center extension be defined to include areas where commercial and residential development is warranted in the future to establish the Woodstown center as an economically viable rural town center. The town center extension should include lands that are slated for higher density residential development as well as commercial development and should also include sufficient lands for the development of a proposed regional high school.

It is requested that Woodstown Borough, Pilesgrove Township, and County officials meet to discuss an appropriate town center limit that addresses the planning concerns and objectives of both communities. The extension of the town center would not only promote the economic viability of the town center but also would help prevent the dispersed and buckshot development that is contrary to the objectives of local, county and state plans.

Compatibility of Township Plan/Zoning map with the planning area environs map

Planned Town Center (Woodstown Fringe) -The southern portion of the fringe area is primarily zoned Rural Residential (2-acre lot minimum) and Highway Commercial (along US40. The northern section, a triangular section around NJ 45, is zoned for Agricultural Retention (2-acre lot minimum).

Population and Projections

1980 – 2,810

1990 – 3,250

2000 – 3,923

2005 – 3,983 (SJTPO Projection)

2015 – 4,726 (SJTPO Projection)

2025 – 5,121 (SJTPO Projection)

- **Population projections**, as developed for the SJTPO Regional Transportation Plan, the year 2025 indicates a population increase for the Township of 1,138 people from 2005 - 2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 45 jobs between 2000 and 2025 as projected by SJTPO.

Municipal Concurrence with The State Plan Vision Statement

- In light of the development pressures that face the Township, Municipal planners and officials recognize the need to channel growth away from rural areas and agricultural lands. They would like to accommodate additional growth, but recognize the need to conserve Township resources, as indicated by the amount of land preserved in the Township for agricultural and environmental purposes, and their interest in Center designation.
- The Township's Plan and regulations contain several noteworthy elements that support the "Vision Statement " of the State Plan; including:
 - The requirement for an environmental impact statement for certain types of development, including residential
 - An ordinance element requiring developers to pay their fair share of off-tract improvements
 - A "Right-to-Farm" ordinance element
 - A Housing Plan Element and Fair Share Plan (1991)

Agreement

The Preliminary State Plan indicates that all of Pilesgrove Township is within the Rural Planning Area (PA4) designation except for the extreme northeast corner of the Township, which is within the Rural/Environmentally Sensitive Planning Area (PA 4B).

The Township generally supports the Rural Planning Area 4 and Rural Planning Area 4B designations for the Township with certain modifications and clarifications. The Rural Planning Area designation coincides with the Township's objectives to preserve the rural character of the Township and to protect the agricultural industry by preserving farmland. The Rural/Environmentally Sensitive Planning Area coincides with the Township Restricted Residential (RR) planning district that provides incentives for residential cluster development to preserve the woodland and headwater areas that are comprise this planning area. It is imperative that the policy objectives of these planning areas be effectively implemented by the OSG and that planned infrastructure not be permitted in these rural planning areas outside of designated centers.

Potential Issues Other Identified Problems

- **Preservation of Environs** -The need for increased resources and programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands.
- **Economic Development** - The need for ratables in the Township (e.g., light industry)
- **Center Enhancement** - The need for public sewerage or alternative wastewater systems to support the development of the proposed Centers, particularly the Town fringe Center.
- **Redevelopment Area** - Pilesgrove Township has designated a redevelopment area and an affordable housing zone in the immediate environs of Woodstown Borough in conformance with sound planning principles. The redevelopment area contains commercial land and vacant lands that are in need of redevelopment. The affordable housing site consists vacant land unencumbered by any wetlands, woodlands, floodplains, or other environmentally sensitive lands and is capable of satisfying the township's current and prospective affordable housing obligations.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff review the following:

- Master Plan
- Housing Plan Element of Master Plan – 2004
- Farmland Preservation Plan – 2004
- Cross-Acceptance Report - 2004
- Conservation and Recreation Plan Element of Master Plan - 2004
- Background Studies
- Land Use Plan Element
- Traffic Circulation Plan
- Land Development Ordinance - January 1994, amendments 1996-2003

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning the is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The Master Plan incorporated all of the required and recommended elements of the MLUL.

b. Collaborative - The Plan does examine the relationship of its Plan/zoning with contiguous municipalities, and finds that there are no significant conflicts.

c. Citizen Based - In addition to all of the required notices and public hearings, the Township did notify its citizens of the draft Plan through municipal newsletters and mailings to interested parties.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly public sewer, public water, and roads) and its natural resources were certainly a consideration in the development of the Township Plan and ordinance. It is not anticipated the expected level of growth and development will put a strain on existing or anticipated infrastructure.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process as undertaken by the Township incorporated several regional planning-related considerations, including:

Transportation - All municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions- The Township will continue to monitor the need for public sewer service in the Regional Center (i.e., through citizen surveys, monitoring of development, etc.).

b. Regulatory Actions- Municipal zoning regulations are consistent with the Township Plan. Municipal officials have noted that they have reviewed their development review process and, wherever possible, eliminated unnecessary steps.

c. Programs - The municipality is participating in the County's Farmland Preservation Program and is cooperating with DEP and private organizations in the acquisition of environmentally sensitive lands.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, respond to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. School facilities and preserved natural conservation areas are also used to provide recreation areas/facilities to residents (multiple use of facilities). They participate in inter-municipal shared service agreements in the provision/financing of their court system, trash pickup, and, of course, public sewer and water. They require developers of major subdivisions/site plans to pay their pro-rata share of off-tract improvements. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township's Plan policies (expressed in their Plan and zoning maps) reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands.

b. Investment Policies - As noted above, the Township is actively involved in a farmland and natural area land easement/acquisition program.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township ordinance includes sections on environmentally sensitive lands and stream easement protection. Clustering is permitted in the Rural Residential zones (environs).

The maintenance and revitalization for the existing community

The proposed Regional Center is, and will continue to be, the focus of the Township's community revitalization efforts. Improvements of the proposed Center's infrastructure and quality of life are the Township's highest priorities.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's proposed Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where infill is encouraged and occurring. It is a well-defined rural community bordered in part by natural areas, State-owned wildlife areas, farmland and open space. Sidewalks in new major developments are required by ordinance.

Mapping of Community Development boundaries

The Township mapped the community development boundary of the proposed Regional Center with guidance from the County Planning and OSP staff.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified by the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township does provide information to residents on municipal services through tax bills and newsletters.
- Even though the Township is primarily rural, it has some of the advantages and opportunities on an urban area, particularly when it comes to mass transit. NJ Transit and the County system provided service to residents to the County's urban region, Philadelphia and Wilmington.
- The Salem County Work-first New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. The public and private efforts that have resulted in the creation of several protected wildlife management areas are moving in the direction of creating a preserved greenway. Farmland preservation efforts at the County and Township level (including the Township's "Right-To Farm" ordinance element) have made progress in the area of resource protection.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for additional programs, legislation (e.g., transfer of development rights) and other mechanisms to assist the municipality in its effort to preserve the environs.

Proposed Modifications and Clarifications

The requested modifications to the Preliminary State Plan in Pilesgrove Township are outlined below.

Proposed Critical Environmental Site (CES) designations

Pilesgrove Township requests that two Critical Environmental Sites (CES) be established in the Township to include the four priority sites that have been designated by the Natural Heritage Program of the NJDEP. These priority sites have been denoted as the ‘Sharptown’, ‘Salem River Floodplain’, ‘Nichomus Run’, and ‘Majors Run’ priority sites. The NJDEP Natural Heritage program states that, *“these areas should be considered to be top priorities for preservation of biological diversity in New Jersey. If these sites become degraded or destroyed, we may lose some of the unique components of our natural heritage”*.

As shown on the attached Cross-Acceptance Map, the priority sites that have been identified in Pilesgrove Township by the NJDEP converge on the crossroads settlement known as Sharptown. The proposed CES designations are based on the extensive and diverse endangered and threatened plant and wildlife species found in these stream and grassland corridors. According to the Natural Heritage Program of the NJDEP, these CES designations include the following:

- One endangered and three threatened grassland bird species;
- Confirmed bog turtle habitat;
- Confirmed largest stand of rare plant (Greek Valerian) in State;
- Confirmed presence of another rare plant (Wood Spurge);
- Historic occurrence of federally listed rare species of global significance;

The Township has recently conducted an intensive investigation of lands near Sharptown that has further documented the presence, extent, and diversity of the critical habitats for rare and endangered species along the Kings Highway and Salem River corridors.

The inclusion of these CESs as overlay districts within the Preliminary State Plan would warrant that the policies of Planning Area 5 (Environmentally sensitive Areas) be applied in these defined corridors so that these critical and irreplaceable natural resources are protected. The SDRP states that, *“new development in these Environs has the potential to destroy the very characteristics that define the area”*. The proposed limits shown on Figure 1 are those

established by the NJDEP Natural Heritage Program (see addendum to this report) with minor exceptions.

The CES designation should ensure that state regulatory permits for surface water discharges and for public/private infrastructure development would not be issued without a detailed assessment of the impact on the critical habitats. No structures or point discharges should be permitted within the wetlands, wetland buffer areas, or in proximity to the stream corridors without a comprehensive environmental analysis of the potential impact on the critical habitats. The wetlands within these Critical Environmental Sites should be designated as exceptional wetlands with 150-foot buffers. No permits or transition waivers that would allow structures or other facilities to be located within the defined wetland buffer area should be permitted.

Greenway

Pilesgrove Township requests that the Salem River corridor be designated for the development of a linear greenway. As noted above, the corridor contains critical habitats with extensive rare and endangered species. The Salem River corridor currently contains a series of parcels owned by various levels of government that should be connected into a greenway to enable effective resource protection and management. The Township has been working with the Green Acres office of the NJDEP to assist with the acquisition of parcels along this important stream corridor.

Proposed Historic and Cultural Site (HCS) Designation

The adopted SDRP states that there are sites of historic and cultural significance that warrant designation as a Historic and Cultural Site (HCS). The HCS designation would both recognize the presence and significance of the historic and cultural resources as well as warrant the implementation of planning strategies that will result in the protection and preservation of these resources. The SDRP states that features that warrant HCS designation include greenways, historic sites and districts, scenic vistas, and natural landscapes of exceptional or cultural value.

Pilesgrove Township is in the process of preparing a Historic Preservation Plan element to its master plan. The draft Historic Preservation Plan and a recent Cultural Resource Reconnaissance Survey (2003) prepared by a consultant (Cultural Heritage Research services Inc.) for the Historic Preservation Office of the NJDEP document that Sharptown has a unique history and contains a number of structures of historic importance. While the hamlet may not have a single historic site of regional significance, the presence of a concentration of historically important structures with minimal modern intrusion makes this hamlet worthy of consideration as a Historic and Cultural Site (HCS). The hamlet is also located along a proposed greenway and is proximate to the unique critical habitats that are included within the proposed CES designations. The Township intends to further explore the HCS designation in concert with the Historic Preservation Office of the NJDEP by documenting the extent of the historic resources and the unique relationship to the adjacent critical habitats (CESs).

NEGOTIATION AGENDA

Pilesgrove Township currently has an extensive area zoned for light industry along the Township's western boundary. This area encompasses over 450 acres and is denoted as a Limited Manufacturing (LM) zoning district. The LM zoning district was included within the Rural Fringe Planning Area (PA3) in the 2001 State Development Plan (2001) and in the Salem County Smart Growth Plan (2004). However, the revised State plan map shows this area being included within the Rural Planning Area (PA4) and no longer within the County's Smart Growth corridor.

The LM district is unique in a number of respects. The development and resource characteristics of this area include the following:

Current land use:	Expansive sod farm;
Topography:	Gently sloping;
Geology:	Outcrop area of Mount Laurel/Wenonah aquifer
Soils:	Well drained; suitable for agriculture and land development;
Access:	Excellent to the riverfront corridor via Routes 40 & 48
Wastewater:	Immediately adjacent to the Carney's Point service area;
Context:	Agricultural area not directly related to a designated center;
Surface water:	District borders Salem River corridor;

The Township Planning Board advocates reserving the future potential for planned industrial center development at this location while preserving the agricultural context and buffer of this area. The size of the area and the limited development constraints make this site suitable for major planned development in reasonable proximity to the riverfront growth areas.

Therefore, the Township Planning Board proposes that the County designate this area as a Commercial/Manufacturing Node. New nodes are defined as areas that are not organized in compact form and not suitable for location in centers. The concept that is being recommended for inclusion in the Township Master Plan is the use of a density transfer for this planned industrial district whereby the intensity of the permitted industrial development would be related to the acreage that is deed restricted for agriculture. The proposed node would be capable of adhering to superior environmental performance standards.

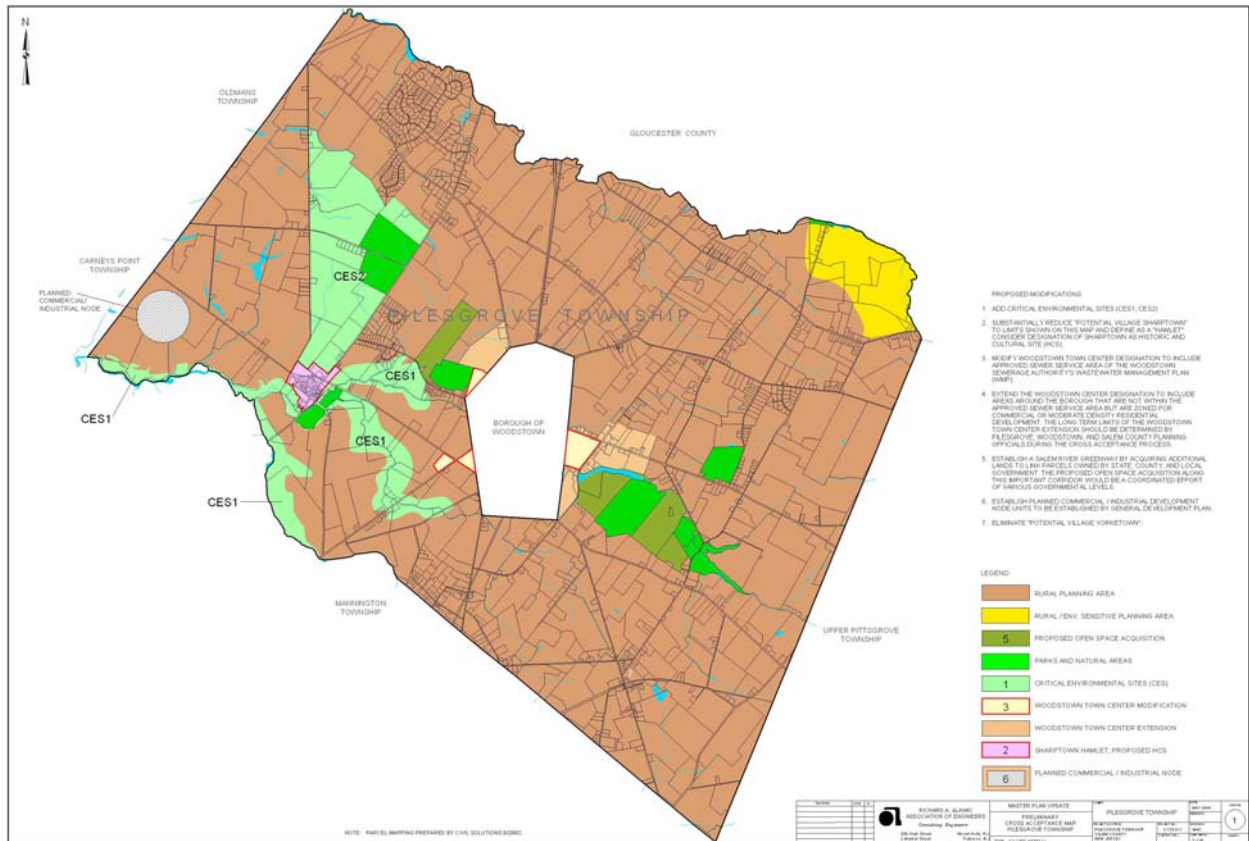
The specific limits of the node would be determined by a General Development Plan ('GDP') prepared in accordance with NJSA 40:55D-45.2 but would be limited to the area south of US Route 40 and to the west of Sharptown. However, the characteristics of the planned industrial/commercial center would be as follows:

- Size: 100-225 acre range;
- Site layout: Well buffered from major roads;
- Natural resources: Stringent stream corridor protection;
- Wastewater connection: Onsite wastewater facilities or regional wastewater
- Open space 50% of district area;

The Township Planning Board would support an onsite wastewater treatment system or a connection to a regional wastewater system if the GDP that is approved by the Planning Board provides for the permanent dedication of at least 50% of the land area for open space and/or farmland preservation.

This proposed Node has the long term potential for development as a major regional distribution center or an office/research park. It is possible that the office park could be support, or be related to, the surrounding agribusiness.

Center Designation Change: Piles Grove Township requests that the Woodstown Town Center designation be extended on the Preliminary State Plan to include the approved sewer service area of the Woodstown Sewerage Authority (WSA). Currently, the town center designation ends at the Woodstown Borough limit even though existing and planned infrastructure of the Borough of Woodstown serves limited areas within the Township.



PIESGROVE TOWNSHIP, SALEM COUNTY
2004 CROSS-ACCEPTANCE REPORT

1.0 BACKGROUND

The purpose of this cross-acceptance report is to outline areas of agreement and disagreement with adopted and draft elements of the Pilesgrove Township Master Plan and the Preliminary State Plan and the Salem County Smart Growth Plan. The report will identify the issues in Pilesgrove Township that need to be addressed during the cross-acceptance process by the County Planning Office with the Office of Smart Growth (OSG) of the New Jersey Department of Community Affairs.

2.0 TOWNSHIP MASTER PLAN STATUS

2.1 Housing Plan.

The Pilesgrove Township Planning Board adopted a Housing Plan Element of its Master Plan on May 12, 2004. The Plan provides for the development of a municipally sponsored affordable housing project in accordance with COAH regulations in the AH-1 zoning district that the Township established in 2002. The municipally sponsored affordable housing project will provide for the construction of up to 64 low and moderate income housing units to satisfy the cumulative fair share that COAH previously assigned as well as a surplus to address some or all of the Township's anticipated Cycle III obligations. The Township is currently pursuing site acquisition and development of the municipally sponsored affordable housing even though the Township is a defendant in unresolved *Mt. Laurel* litigation.

2.2 Farmland Preservation Plan.

The Pilesgrove Township Planning Board adopted a Farmland Preservation Plan on March 17, 2004. The municipal farmland preservation plan proposes to acquire the development rights on up to 5,000 acres over a six-year period. The financial plan is based on the issuance of a bond issue by the Township with the debt service being paid by the recently adopted dedicated open space and farmland preservation tax (\$.03 per \$100 assessment). County and State grant monies will be used to leverage local farmland preservation funding. The Township recently received a Planning Incentive Grant from the State Agricultural Development Committee (the 'SADC') that will provide up to \$1.5 million per year in State funding for the acquisition of development rights within defined Agricultural Development Areas (ADAs).

2.3 Conservation and Recreation Plan.

The Pilesgrove Township Planning Board adopted a Conservation and Recreation Plan Element of its Master Plan on August 26, 2004. The key components of the Conservation Plan are that a Conservation District be established to further protect the Township stream corridors and wetlands and that Critical Environmental Sites (CESS) be designated as overlay planning districts to protect critical and unique habitats identified by the Natural Heritage Program of the New Jersey Department of Environmental Protection (NJDEP). The Open Space and Recreation Plan recommends the acquisition of a greenway

along the Salem River from Sharptown to Upper Pittsgrove under a coordinated effort by State, County and local government. The Green Acres office of the NJDEP has already acquired lands in Sharptown and to the east of Woodstown along the Salem River and is actively pursuing the acquisition of additional lands along this corridor. The Recreation Plan recommends that the Township, County, and other public and non-profit agencies coordinate their efforts to support the acquisition of lands for active and passive recreation along this important stream corridor.

2.4 Land Use Plan

The Pilesgrove Township Planning Board has recently accepted a draft Land Use Plan element for presentation to the public. A public hearing on this document has been tentatively scheduled for the end of November. The key components of the draft Land Use Plan include expansion of the agricultural retention districts; limited expansion of the Woodstown Town Center into Pilesgrove; and the establishment of the conservation and CES planning designations described in the draft Conservation Plan. The key objectives of the draft Land Use Plan are to protect the Township's rural character; preserve the farmland and agricultural industry; support the development of the Woodstown town center; and to discourage continued sprawl caused by the development of planned infrastructure outside of designated centers in conflict with the state planning area designations. The draft Land Use Plan proposes that no wastewater treatment facilities shall be permitted unless they are included in a Wastewater Management Plan prepared and approved by Pilesgrove Township or the Woodstown Sewerage Authority.

3.0 PLANNING AREA DESIGNATIONS

3.1 Agreement

The Preliminary State Plan indicates that all of Pilesgrove Township is within the Rural Planning Area (PA4) designation except for the extreme northeast corner of the Township, which is within the Rural/Environmentally Sensitive Planning Area (PA 4B).

The Township generally supports the Rural Planning Area 4 and Rural Planning Area 4B designations for the Township with certain modifications and clarifications. The Rural Planning Area designation coincides with the Township's objectives to preserve the rural character of the Township and to protect the agricultural industry by preserving farmland. The Rural/Environmentally Sensitive Planning Area coincides with the Township Restricted Residential (RR) planning district that provides incentives for residential cluster development to preserve the woodland and headwater areas that are comprise this planning area. It is imperative that the policy objectives of these planning areas be effectively implemented by the OSG and that planned infrastructure not be permitted in these rural planning areas outside of designated centers.

3.2 Proposed Modifications and Clarifications

The requested modifications to the Preliminary State Plan in Pilesgrove Township are outlined below.

3.2.1 Proposed Critical Environmental Site (CES) designations.

Pilesgrove Township requests that two Critical Environmental Sites (CES) be established in the Township to include the four priority sites that have been designated by the Natural Heritage Program of the NJDEP. These priority sites have been denoted as the ‘Sharptown’, ‘Salem River Floodplain’, ‘Nichomus Run’, and ‘Majors Run’ priority sites. The NJDEP Natural Heritage program states that *“these areas should be considered to be top priorities for preservation of biological diversity in New Jersey. If these sites become degraded or destroyed, we may lose some of the unique components of our natural heritage”*.

As shown on the attached Cross-Acceptance Map, the priority sites that have been identified in Pilesgrove Township by the NJDEP converge on the crossroads settlement known as Sharptown. The proposed CES designations are based on the extensive and diverse endangered and threatened plant and wildlife species found in these stream and grassland corridors. According to the Natural Heritage Program of the NJDEP, these CES designations include the following:

- One endangered and three threatened grassland bird species;
- Confirmed bog turtle habitat;
- Confirmed largest stand of rare plant (Greek Valerian) in State;
- Confirmed presence of another rare plant (Wood Spurge);
- Historic occurrence of federally listed rare species of global significance;

The Township has recently conducted an intensive investigation of lands near Sharptown that has further documented the presence, extent, and diversity of the critical habitats for rare and endangered species along the Kings Highway and Salem River corridors.

The inclusion of these CESs as overlay districts within the Preliminary State Plan would warrant that the policies of Planning Area 5 (Environmentally sensitive Areas) be applied in these defined corridors so that these critical and irreplaceable natural resources are protected. The SDRP states that *“new development in these Environs has the potential to destroy the very characteristics that define the area”*. The proposed limits shown on Figure 1 are those established by the NJDEP Natural Heritage Program (see addendum to this report) with minor exceptions.

The CES designation should ensure that state regulatory permits for surface water discharges and for public/private infrastructure development would not be issued without a detailed assessment of the impact on the critical habitats. No structures or point discharges should be permitted within the wetlands, wetland buffer areas, or in proximity to the stream corridors without a comprehensive environmental analysis of the potential impact on the critical habitats. The wetlands within these Critical Environmental Sites should be designated as exceptional wetlands with 150-foot buffers. No permits or

transition waivers that would allow structures or other facilities to be located within the defined wetland buffer area should be permitted.

3.2.2 Greenway

Pilesgrove Township requests that the Salem River corridor be designated for the development of a linear greenway. As noted above, the corridor contains critical habitats with extensive rare and endangered species. The Salem River corridor currently contains a series of parcels owned by various levels of government that should be connected into a greenway to enable effective resource protection and management. The Township has been working with the Green Acres office of the NJDEP to assist with the acquisition of parcels along this important stream corridor.

3.2.3 Proposed Historic and Cultural Site (HCS) Designation

The adopted SDRP states that there are sites of historic and cultural significance that warrant designation as a Historic and Cultural Site (HCS). The HCS designation would both recognize the presence and significance of the historic and cultural resources as well as warrant the implementation of planning strategies that will result in the protection and preservation of these resources. The SDRP states that features that warrant HCS designation include greenways, historic sites and districts, scenic vistas, and natural landscapes of exceptional or cultural value.

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3.2.4 Proposed Commercial/Manufacturing Node

Pilesgrove Township currently has an extensive area zoned for light industry along the Township's western boundary. This area encompasses over 450 acres and is denoted as a Limited Manufacturing (LM) zoning district. The LM zoning district was included within the Rural Fringe Planning Area (PA3) in the 2001 State Development Plan (2001) and in the Salem County Smart Growth Plan (2004). However, the revised State plan map shows this area being included within the Rural Planning Area (PA4) and no longer within the County's Smart Growth corridor.

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- Context: Agricultural area not directly related to a designated center;
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The Township Planning Board advocates reserving the future potential for planned industrial center development at this location while preserving the agricultural context and buffer of this area. The size of the area and the limited development constraints make this site suitable for major planned development in reasonable proximity to the riverfront growth areas.

Therefore, the Township Planning Board proposes that the County designate this area as a Commercial/Manufacturing Node. New nodes are defined as areas that are not organized in compact form and not suitable for location in centers. The concept that is being recommended for inclusion in the Township Master Plan is the use of a density transfer for this planned industrial district whereby the intensity of the permitted industrial development would be related to the acreage that is deed restricted for agriculture. The proposed node would be capable of adhering to superior environmental performance standards.

The specific limits of the node would be determined by a General Development Plan ('GDP') prepared in accordance with NJSA 40:55D-45.2 but would be limited to the area south of US Route 40 and to the west of Sharptown. However, the characteristics of the planned industrial/commercial center would be as follows:

- Size: 100-225 acre range;
- Site layout: Well buffered from major roads;
- Natural resources: Stringent stream corridor protection;
- Wastewater: Onsite wastewater facilities or regional wastewater connection;
- Open space: 50% of district area;

The Township Planning Board would support an onsite wastewater treatment system or a connection to a regional wastewater system if the GDP that is approved by the Planning Board provides for the permanent dedication of at least 50% of the land area for open space and/or farmland preservation.

This proposed Node has the long term potential for development as a major regional distribution center or an office/research park. It is possible that the office park could be support, or be related to, the surrounding agribusiness.

4.0 CENTER DESIGNATIONS

4.1 Smart Growth Areas

Pilesgrove Township requests that the Woodstown Town Center designation be extended on the Preliminary State Plan to include the approved sewer service area of the Woodstown Sewerage Authority (WSA). Currently, the town center designation ends at the Woodstown Borough limit even though existing and planned infrastructure of the Borough of Woodstown serves limited areas within the Township.

It is critical to Pilesgrove Township that the town center designation recognizes the approved sewer service area of the WSA's Wastewater Management Plan since the sewer service area includes extensive existing and proposed commercial development areas, a proposed regional school site, and a regional assisted living facility complex under construction in the Township. The proposed town center extension would include the area around the intersection of two state highways, the 'Pilesgrove Town Center' shopping complex, a regional bus stop, and is within walking distance of the Woodstown's Main Street.

Pilesgrove Township has designated a redevelopment area and an affordable housing zone in the immediate environs of the Borough of Woodstown in conformance with sound planning principles. The redevelopment area contains commercial land and vacant lands that are in need of redevelopment. The affordable housing site consists vacant land unencumbered by any wetlands, woodlands, floodplains, or other environmentally sensitive lands and is capable of satisfying the township's current and prospective affordable housing obligations.

The approved limit of the WSA sewer service area based on the adopted WMP is shown in Figure 1. All lands within this area should be designated as Smart Growth Areas.

4.2. Woodstown Town Center Extension.

The adopted SDRP contains a potential town center extension to the east of the Borough of Woodstown. Pilesgrove Township proposes that the town center extension be defined to include areas where commercial and residential development is warranted in the future to establish the Woodstown center as an economically viable rural town center. The town center extension should include lands that are slated for higher density residential development as well as commercial development and should also include sufficient lands for the development of a proposed regional high school.

It is requested that the Woodstown Borough, Township, and County officials meet to discuss an appropriate town center limit that addresses the planning concerns and objectives of both communities. The extension of the town center would not only promote the economic viability of the town center but also would help prevent the dispersed and buckshot development that is contrary to the objectives of local, county and state plans.

4.3 Village/Hamlet Designations

The current SDRP shows a potential Sharptown and Yorktown village designations. Pilesgrove Township requests that these potential village designations be substantially modified to conform to local planning objectives as discussed below:

Yorktown. The crossroads settlement area known as Yorktown consists of only a few homes and does not have any significant commercial or community center. Because this area does not constitute a 'place' and does not conform to the definition of a village or hamlet, Pilesgrove Township requests that the 'potential Yorktown village' be removed from the SDRP.

Sharptown. The current SDRP contains a 'potential Sharptown village' that encompasses over 1.5 square miles. The triangular shaped area includes the crossroads settlement known as Sharptown but also extends over 1 mile to the east to include expansive agricultural areas that should not be included in a center designation. The basis of this extensive potential village designation has

never been clearly established but it has persisted in various planning documents without challenge for several years. The expansive ‘potential village’ designation is counterproductive to the Township’s planning policies of protecting the rural character of this area since all but the crossroads area is undeveloped. Therefore, Pilesgrove Township is requesting that the Sharptown area be designated as a *hamlet* and that the extent of the hamlet be limited to the area shown on the Cross-Acceptance Map. The purpose of this designation is to recognize the presence of an important historic crossroads settlement and to encourage continued investment within the hamlet without changing its unique historic and environmental character. The Sharptown hamlet will be limited by the stream corridor to the east and the Critical Environmental Site designations to the north and northeast.

5.0 SUMMARY

Pilesgrove Township requests that the above-cited modifications be advanced by the County Planning Office with the OSG. The Township Planning Board reserves the right to supplement these comments during the cross-acceptance process.

Pittsgrove Township

Mayor:	Peter I. Vörös
Cross-Acceptance Meeting Date:	September 14, 2004
Population – 2000 Census:	8,893
Number of Households:	3,155
Total Area in Square Miles:	45.93
Population Density Per Sq. Mile:	196.8

OVERVIEW

General Description/Major Considerations

Pittsgrove Township is located in the northeastern portion of the County, bounded on the east and west by Cumberland County (on the east by Maurice River and the City of Vineland), the north/north west by Upper Pittsgrove Township and Elmer Borough. It is a rural (though developing) Township, with several relatively large residential communities in its central and southern area, including Centerton/Olivet and Norma/Brotmanville. There are also two large mobile home parks (Tullertown and Harding Woods) along its northern border on US 40. Several large subdivisions have been built along its lakes (Palatine and Centerton lakes) in the Township within the last 20 years.

US 40, a major east west State route, traverses the Township along its northern border east of Elmer Borough. There is a Rt. 55 interchange on US 40 approximately a mile from the Township line. Residents of Pittsgrove and Upper Pittsgrove Townships tend to be oriented to the urban area of Vineland (and to the small urban area of Elmer) for shopping, professional services, etc. The proximity of the Township to NJ 55 also provides easy access to major shopping malls in Vineland and Deptford, as well as to the City of Philadelphia.

Pittsgrove Township is the fastest growing municipality in Salem County having experienced an increase of 1167 persons (or 17 percent) from 1980 to 1990 and an increase of 772 persons (or 10 percent) from 1990 to 2000.

Pittsgrove has been active with a series of state planning issues including the following: Environmental Resource Inventory, Open Space Plan, redevelopment project for Landis Avenue, and implementation of a Planning Incentive Grant.

The basic land use goals of the new Township Master Plan (2000) are to:

- Preserve rural character
- Preserve and protect the Township's natural resources
- Support continued use of farmland for agricultural activities
- Direct future growth into areas that are most suitable for development

- Prohibit development in environmentally sensitive areas
- Encourage a balanced community (relating to land uses)
- Encourage a future development pattern that will minimize fiscal impact of providing needed facilities and services
- Provide for existing/future housing needs while maintaining rural character
- Encourage commercial development that will serve the local community
- Encourage industrial development in appropriate areas
- Assure adequate facilities and services to meet future needs
- Maintain a safe, efficient road system that can accommodate development

The Township completed a Salem County Cross-Acceptance Survey:

(Planning Board) In December 2000, the Township Planning Board adopted a new master plan, which made changes in land use that were consistent with the State Plan planning area designations. The land use classifications were intended to meet the following goals:

- Implement policies to retain viable agriculture
- Preserve environmentally sensitive lands from development and inappropriate agricultural practices to ensure that Pittsgrove will remain in ecological balance for future generations.
- Relate the intensity of development to the natural capacity of the land, existing infrastructure and transportation availability.
- Reduce the area of the regions associated with Norma, Brotmanville, Olivet and Centerton [undesigned centers] to be more consistent with existing patterns of development.
- Ensure that adequate recreational lands consistent with population are maintained.
- Determine on a regular basis that sufficient lands and facilities for governmental services are maintained based on the population of Pittsgrove.
- Provide continuity with previous planning documents

The Township completed the Salem County Cross Acceptance Survey and shared the following overview by Committee:

(Planning Board) The Township's new master plan outlines that because of the municipality's natural characteristics: green and rural, and the fact that it is largely a residential community, the goal is to stay as is. The aim is to not have urbanization of area, which historically, environmentally and socially is rural and green.

(Economic Development) Our vision for Pittsgrove Township over the next five years is to slow residential growth, increase commercial growth in certain designated areas and preserve land.

The steps we are taking to achieve this vision: an environmental commission with open space plan has been formed; we are working on a redevelopment plan.

Our vision is described in the open space plan.

(Recreation) Would like Township to retain its rural character, increase ratables on outskirts of Township with possibly a small amount within Route 40, Landis Avenue.

(Planning Board) Preservation of open space and farmland through Green Acres, Farmland Preservation, development policies and regulations and other planning efforts to minimize sprawl and over development.

(Economic Development) The top three planning issues facing Pittsgrove Township is to slow residential growth, preserve open space and establish a redevelopment area.

(Recreation) Housing developments, business incentives, and tax regulations.

Planning Areas / Existing Centers

Planning Areas - The Township is almost entirely classified as Environmentally Sensitive Rural - PA4b due to the fact that it is located within the drainage basin of the Maurice River. (identified as a “pristine waterway”). Streams, stream corridors, wetlands and other undevelopable areas are classified as Environmentally Sensitive - PA 5. This Environmentally Rural classification represents a potential problem and conflict, given the growth pressures that the Township continues to experience.

Proposed Revisions / Boundary Changes

No proposed changes.

Compatibility of Township Plan/Zoning map with the Planning Areas

The Township has planned and zoned, consistently with the State Plan, to discourage sprawl and channel new development into proposed centers.

(Planning Board) A new zoning ordinance was adopted in 2003 which created new zones based on the new land use plan, requiring agricultural buffers, stream corridor buffers, mandatory clustering in both Agricultural and Rural Residence zoning districts wherein large amounts of farmland, woodlands and environmentally sensitive lands are located and need to be preserved. The new ordinance established Planned Highway Business District Development standards to better plan and coordinate commercial activity both existing and proposed lands so zoned along Pittsgrove Township’s two State highways, and created a neighborhood business district to recognize existing nodes or small centers of commercial activity and allow for appropriate limited expansion of same. New development design standards were added and farming was encouraged with regulations assuring that farming could continue and flourish including allowing farming businesses. To meet its fair share housing allocation the new ordinance also permitted accessory apartments intended for low- and moderate-income households.

Population and Projections

1980 – 6,954
1990 – 8,121
2000 – 8,893
2005 – 8,982 (SJTPO Projection)
2015 – 10,085 (SJTPO Projection)
2025 – 10,672 (SJTPO Projection)

- **Population Projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025 indicates a population increase for the Township of 1,779 people from 2000-2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 226 jobs between 2000 and 2025 as projected by SJTPO.

Municipal Concurrence with The State Plan Vision Statement

From the profile above it is clear that the Township is in an unusual position with regard to growth management planning and the State Plan's general "vision" for this rural, developing area. It is classified as Environmentally Sensitive Rural (PA-4b), and yet has the highest projected population growth of any municipality in Salem County. The zoning for the environs appears to be sufficient to discourage major new development in this area.

The Township's Plan and regulations contain several noteworthy elements that support the "Vision Statement" of the State Plan including:

- The requirement for an environmental impact statement for all site plans and major subdivisions
- An ordinance element requiring developers to pay their pro-rata share of off-tract improvements
- A "Right-to-Farm" ordinance element

The Township's Master Plan recommendations include mandatory clustering requirements in rural and farming areas, requiring stronger monitoring and field verification of environmentally sensitive lands during development review, increases in minimum lot sizes, encouraging commercial support for agriculture, development requirements which are designed to preserve at least part of the project tract for farming, woodland management or open space, and the centering of development within existing nodes or hamlets.

Other Identified Problems and Needs/Potential Issues

- **Preservation of Environs** - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands
- **Economic Development** - The need for ratables in the Township (e.g., light industry), particularly through the designation of a redevelopment along Landis Avenue.

Review of Municipal Plans / Ordinances

As part of the cross-acceptance process- the County Planning Staff reviewed the following:

- 1988 Master Plan Study
- Plan Re-examination Report - (1994)
- Land Development Ordinance – Chapter Ordinance Amendments 1988-2003
- 2000 Master Plan
- Circulation Element
- Housing Element

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”.

Planning that is comprehensive, citizen based, collaborative, coordinated, and based on capacity analysis

Comprehensive - The Township Plan incorporated all of the required and recommended elements of MLUL, with the exception of the historic preservation element (not enough historic sites to warrant this element).

(Planning Board) The Master Plan and current work is addressing all relevant aspects of such a document as set forth in the Municipal Land Use Law, which was implemented with a development regulations ordinance designed to achieve specific goals and planning objectives listed in the Plan. The Township over the last year of adopting this ordinance has been reevaluating its goals and objectives, the effectiveness of its regulations and the degree of goal attainment being achieved all with a view to possible change in policies and regulatory measures as the community comes up on the next reexamination of the Master Plan.

(Economic Development) Our municipality’s comprehensive approach to preparing the Master Plan and other plans is done through creating a committee of residents invited to participate in projects, having various open public meetings and hiring consultants.

(Recreation) Involves citizens and their input. Specialist to perform studies in the Township on soil.

Citizen Based -In addition to all of the required notices and public hearings, the Township does put out an annual newsletter to inform citizens of major revisions to its Plan and ordinances.

(Planning Board) Besides the mandated open meeting policies of the Planning Board, there was appointed a Master Plan Citizens Advisory Committee consisting of eighteen (18) Township residents, which helped with the development of the new master plan. Several of this Committee's members now serve on the Planning Board including the current Chairman.

(Economic Development) Pittsgrove Township involves the public in the planning process by having various open public meetings, putting articles in the local newspapers, being proactive with the residents/public and hiring consultants.

(Recreation) Regarding Brotmanville Park: we have held public meetings to get community input

Collaborative - The Plan did examine its relationship to plans, zoning of adjacent municipalities. The Plan notes that, with one minor exception, there are no planning or zoning conflicts. The area on either side of the Pittsgrove / Franklinville borders is zoned for 1 acre lots in Franklinville, and for large lots (to protect environmentally sensitive areas) in Pittsgrove.

Capacity Based - Given the population growth for the Township, the fact that almost 75% of the Township has inadequate soils for on-site systems, and factors relating to the State's designation of the Township as "environmentally sensitive", the Township's capacity to accommodate future growth is a major consideration in its ongoing planning process.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The Township is currently involved in a number of regional planning efforts and studies, including:

- The SJTPO regional transportation planning process (affecting the US 40 and NJ 56 corridors)
- A special study (initiated by Cumberland County / administered by SJTPO) which is examining the planning and zoning of the Landis Avenue corridor (i.e., examining the impact of economic development on traffic patterns and access management)
- A regional public sewerage study (as mentioned above)
- Protection (through conservation zoning) of the environmentally sensitive and regionally important Maurice River corridor

Planning that is closely coordinated with and supported by investment, program and regulatory activities

(Planning Board) Pittsgrove Township's new master plan was developed in light of the fact that there is no major public sewer or potable water supply systems, nor are any planned. Lot sizes were thus structured to reflect the required use of on-site septic disposal and water supply. Township regulations recognize the road system and attempt to require improvements for new development, which will minimize its impact on adjoining and connecting roadways. Additionally, the Township monitors growth trends and participates in County and State

planning activities dealing with infrastructure including Salem County's planning for growth management and the South Jersey Transportation Planning Organization (SJTPO).

The Township's development regulations require analysis of infrastructure as part of the review process and where necessary based on such analysis requires improvement of infrastructure to handle the proposed development or appropriate redesign where infrastructure is insufficient and incapable of handling the activity.

(Economic Development) Pittsgrove Township is working to maintain its current infrastructure, i.e., septic systems.

Planning that creates, harness and builds on markets and pricing mechanisms while accounting for full costs

Township planners and officials have, in their planning process, responded to this general concept to the degree expected of a rural community. As noted above, the Township is exploring the economic feasibility of a shared, regional wastewater treatment system. However, it is recommended that OSP continue to provide municipalities with information on the advantages of techniques referred to in this Key Concept (i.e., techniques that are appropriate for a rural area).

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Municipal goals and objectives, as expressed in the Township Master Plan and zoning ordinance, reflect the State Plan policies regarding the protection of open space and agricultural and environmentally sensitive lands. The Township is currently considering the benefits of designation of its three proposed existing Centers.

b. Investment Policies - The Township's current interest in a regional wastewater treatment system is not only a response to existing and anticipated private septic system problems, but the need to support its growth centers.

c. Regulatory actions - The guiding philosophy of the Township ordinance is the importance of channeling new development away from the environs and into its growth centers. At the very least, the Plan recommends that, to prevent groundwater contamination, growth should be discouraged in areas of poor soils.

The maintenance and revitalization of the existing community

The proposed Village Centers of Centerton/Olivet and Norma/Brotmanville are, and will continue to be, the focus of the Township's community revitalization efforts. Providing and improving the infrastructure in these communities is a high priority for the Township.

Development/redevelopment that is planned designed and constructed to contribute to the creation of diverse, compact human scale communities (communities of place)

The Township's proposed Village Centers have many of the qualities of a "community of place" as described in the State Plan. They are mixed use areas, where infill is encouraged and occurring. They are well-defined communities that are bordered in part by natural areas (e.g., the Maurice River and Olivet and Centerton Lakes).

Mapping of Community Development boundaries

The community development boundaries of the two proposed existing centers were mapped by the Township. The general area of the Planned Centers are indicated on the County Planning Area map.

The identification of cores and nodes as places for more intensive redevelopment

Given its rural nature, concepts such as cores and nodes may not be applicable.

(Planning Board) There are none currently in the works although new park development was undertaken in the Brotmanville area.

(Economic Development) Revitalization efforts taking place within our township are that the redevelopment plan is being drafted, and we are working to preserve open space and slow residential growth.

(Recreation) Future plans for Route 40 and Landis Avenue. A park on Isaacs Avenue is in the process. Funding for equipment and development are key components for completion.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life.

- The Township currently distributes an annual newsletter
- The Township currently has no mass transit, although a County-run transportation system for the elderly/handicapped is administered by the Township
- The Work-First New Jersey Program is currently looking into how it can accommodate the needs of Work-First clients and other transit-dependents in Pittsgrove Township
- The County is currently developing a bikeway plan which will result in recommendations for bike-compatible improvements to road shoulders in areas such as Pittsgrove Township

(Planning Board) The Township is currently seeking assistance for the possible designation of an area in need of redevelopment that is located along the Route 56 corridor in the southern portion of the Township running from Deerfield Township east to almost the City of Vineland.

Within the Master Plan's identified nodes or centers, the B-1 Business District allows a commercial home occupation as a conditional use which allows a more intense retail activity to occur than might be allowed for a typical home occupation. The purpose of this land-use activity would be to encourage hamlet or village-type commercial activity traditionally found in such

small settlements along major roadways. The earlier noted study of an area in need of redevelopment if so determined, might address mixed use in the redevelopment plan that would be prepared for such area.

(Economic Development) Our municipality encourages development and redevelopment through the Master Plan.

(Recreation) Housing costs limit this idea for middle and lower class families.

(Planning Board) As noted earlier, the new zoning ordinance does provide for a planned highway business district development, which requires more comprehensive planning for commercial lands along major highways, State Routes 40 and 56 in the case of Pittsgrove. It seeks to link adjacent land uses, provide innovative design, and assure future expansion and/or use of land areas set back from the roadway so as to avoid “wasting” it behind poorly thought out development.

(Economic Development) Pittsgrove Township has introduced new design concepts by applying for sidewalk grants and the Small Cities grant to rehabilitate low-income houses.

(Recreation) Unaware of any in District 3 and 4 that have been introduced. However, along major County roads where traffic is heavy and the speed limit high, there should be plans to implement pedestrian and bicycle connections.

The protection and restoration and integration of natural resources and systems

- Natural systems and resources were identified and mapped in the 1988 Township Plan
- The zoning (“Conservation”) of the Maurice River and Muddy Run Stream corridors, in conjunction with Parvins State Park, create a expansive connective greenway in the Township
- An environmental impact statement is required for site plans submitted to the Township

(Planning Board) Besides strict enforcement of non local regulations such as wetlands, the Township’s zoning ordinance as noted earlier requires agricultural buffers for all development adjacent to lands that have been assessed currently or within any of the last three calendar years preceding the application [for development] as qualified farmland under the New Jersey Farmland Assessment Act. The ordinance also provides for a stream setback requirement of 200 feet, in addition to the minimum yard dimensions and setback requirements as contained in the schedules of district regulations, from the centerline of any stream on the or adjacent to a property.

The ordinance has regulations controlling forestry and clear cutting and/or woodcutting generally, which requires such activities to obtain permits. Standards are set forth for plans to be prepared to assure that such forestry is in keeping with best management practices.

The Township Planning Board has adopted a farmland preservation element and has identified a target area for obtaining development rights to farms. Additionally, a new open space plan is to

be presented to the Planning Board in November 2004. The Township's Environmental Commission is preparing this document, which will address many of these issues.

The Township has been actively working and appears on the verge of preserving over 900 acres of land north of Parvin State Park through Green Acres.

(Economic Development) Pittsgrove Township preserves its natural resources in several ways. The Environmental Committee is conducting an inventory.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for:

- Assistance in its efforts to provide wastewater management systems where needed in the Township,
- Additional programs, legislation, etc. to assist in the protection of the environs.
- Assistance (financial and technical) in the revision of the Township Plan and ordinances

(Planning Board) In large measure, the current land use plan and zone plan for the Township is consistent with County and State Plans. However, the Planning Board has discussed its concerns over the zoning of some areas, which are within areas of critical or Category I watersheds mainly located in the southeastern portion of the Township and along the Maurice River and near the Township boundary with the Borough of Elmer. Additionally, as noted, the Planning Board has adopted a farmland preservation element, which has identified a target area for preserving farmland, which might result in changes to the land use plan and zoning ordinances.

Since the 2004 State Plan has eliminated showing non-designated centers, the Board may well determine that some adjustments might be necessary, but none are currently anticipated.

Farmland preservation, open space acquisition, a new open space plan, and other recommendations for protection of open space or areas of environmental sensitivity may also provoke a need for amending the master plan to reflect an ongoing assessment of the Township's land use policies. The possibility of a redevelopment plan be adopted would also be another area where change in the Township's Master Plan might occur in the future.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should continuously monitor development patterns and general population growth to determine that current zoning of the environs is effective in channeling new development into proposed centers

NEGOTIATION AGENDA

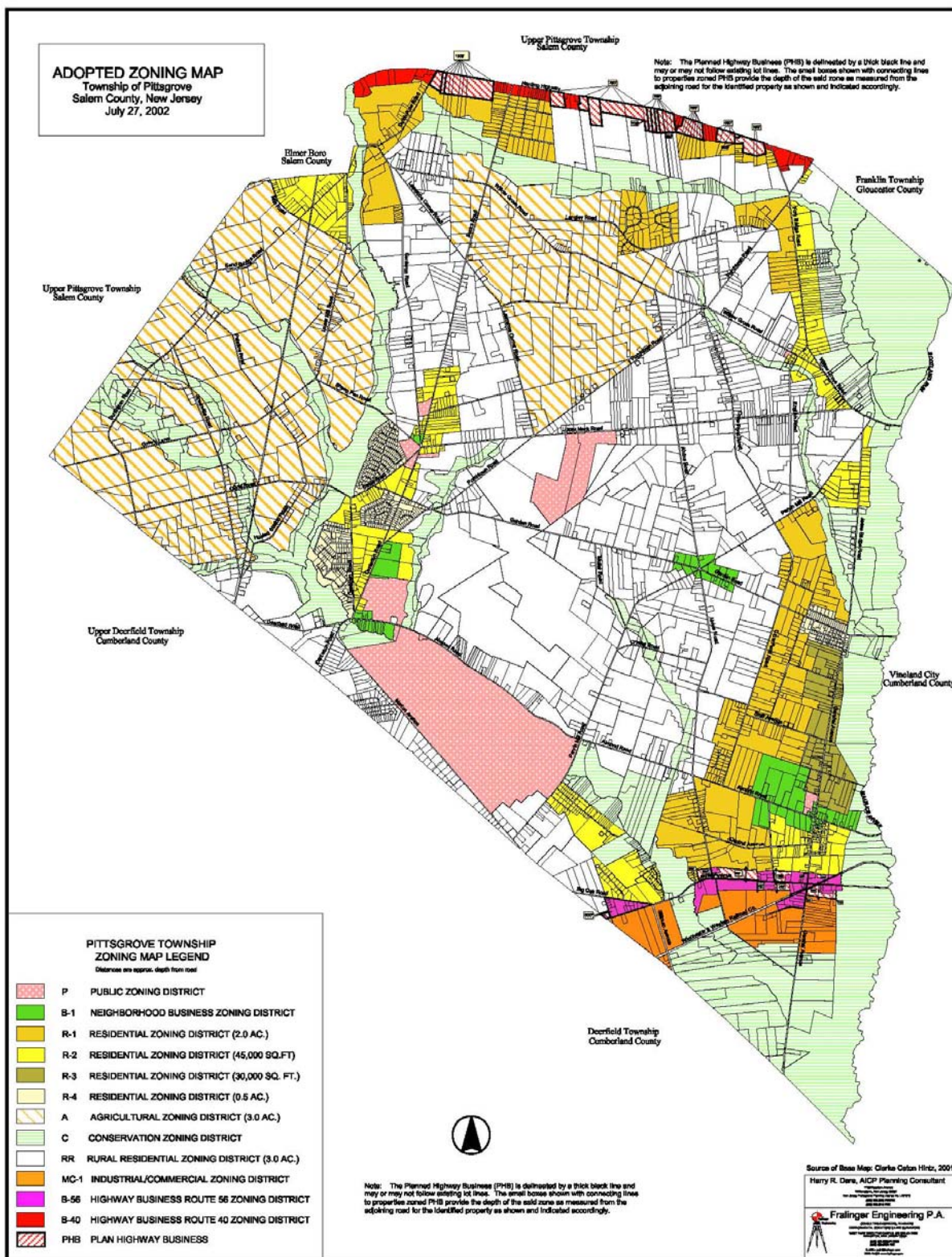
Redevelopment Area: The Township would like consideration for the designation of a Redevelopment Area along Landis Avenue.

The Township is currently seeking assistance for the possible designation of an area in need of redevelopment that is located along the Route 56 corridor in the southern portion of the Township running from Deerfield Township east to almost the City of Vineland.

This designated change may necessitate a planning area change.

DEP Data Soils Mapping: The Township expressed serious concern with quality and accuracy of soils data mapping provided by DEP. Please see county report for additional information on this issue.

Threatened Endangered Species: Data is not to be relied upon for any future regulations until a process for reviewing this information is established at the local level.



CROSS-ACCEPTANCE QUESTIONNAIRE

FOR

THE TOWNSHIP OF PITTSBGROVE

Municipal Representative for Cross Acceptance:

PART I

SMART GROWTH INITIATIVES

1.a. Will your municipality be applying for Plan Endorsement by the State Planning Commission within the next three years? (Circle one)

Yes

No

Maybe

1.b. If "Yes" would you be creating or delineating one or more centers within your municipality? (Circle one)

Yes

No

Maybe

1.c. Has the Planning board amended or will the Planning Board amended your municipality's master plan to be consistent with the State Plan? (Circle one)

Yes

No

If "Yes," please provide examples or a brief description of the changes or proposed changes below. if -No", please explain why.

(Planning Board) In December 2000, the Township Planning Board did adopt a new master plan, which did make changes in land use, which were consistent with the State Plan planning area designations. The land use classifications were intended to meet the following goals:

- Implement policies to retain viable agriculture
- Preserve environmentally sensitive lands from development and inappropriate agricultural practices to ensure that Pittsgrove will remain in ecological balance for future generations.
- Relate the intensity of development to the natural capacity of the land, existing infrastructure and transportation availability.

- Reduce the area of the regions associated with Norma, Brotmanville, Olivet and Centerton [undesigned centers] to be more consistent with existing patterns of development.
- Ensure that adequate recreational lands consistent with population are maintained.
- Determine on a regular basis that sufficient lands and facilities for governmental services are maintained based on the population of Pittsgrove.
- Provide continuity with previous planning documents

The Plan's recommendations included mandatory clustering requirements in rural and farming areas, requiring stronger monitoring and field verification of environmentally sensitive lands during development review, increases in minimum lot sizes, encouraging commercial support for agriculture, development requirements which are designed to preserve at least part of the project tract for farming, woodland management or open space, and the centering of development within existing nodes or hamlets.

Has the governing body adopted or will the governing body adopt amendments to your municipality's zoning ordinance and/or map to be consistent with the State Plan? (Circle one)

☒ **Yes** ☐ **No**

If "Yes," please provide a brief description of the changes below.

If "NO," please explain why.

(Planning Board) A new zoning ordinance was adopted in 2003 which created new zones based on the new land use plan, requiring agricultural buffers, stream corridor buffers, mandatory clustering in both Agricultural and Rural Residence zoning districts wherein large amounts of farmland, woodlands and environmentally sensitive lands are located and need to be preserved. The new ordinance established Planned Highway Business District Development standards to better plan and coordinate commercial activity both existing and proposed lands so zoned along Pittsgrove Township's two State highways, and created a neighborhood business district to recognize existing nodes or small centers of commercial activity and allow for appropriate limited expansion of same. New development design standards were added and farming was encouraged with regulations assuring that farming could continue and flourish including allowing farming businesses. To meet its fair share housing allocation the new ordinance also permitted accessory apartments intended for low- and moderate-income households.

PART II CHANGES TO THE 2004 PRELIMINARY STATE - PLAN MAP

1. Please list any proposed changes that your municipality would like to have made to the State Plan Statewide Goals, Strategies and Policies.

2. Please list any proposed changes to the description delineation criteria, intent, policy objectives and/or implementation strategy of any planning area. Include any proposed changes to the description or delineation of centers and/or environs.

3. Please mark any proposed changes to the delineation of Planning Areas, Critical Environmental Sites (CES) or Historic and Cultural Sites (HCS) on the 2004 State Plan map (see enclosed CD).

(Planning Board) This should be answered by the Environmental Commission.

4. If your municipality is proposing changes to the State Plan Map, please provide an explanation for the changes on a separate piece of paper.

N/A

5. Please list any conflicts or inaccuracies that you found with the State Information Layers.

(Planning Board) This should be answered by the Environmental Commission.

PART III CONTACT INFORMATION

Please complete the following information in the event we have questions concerning the information that you have provided.

Name of person completing the Cross Acceptance Form:

Title:

Mailing Address: __

Telephone: ()

Best time to call:

Fax:

E-mail:

Communication preference: Regular Mail Telephone Fax E-mail

To ensure that municipal officials in the planning process have reviewed this form with the information that you have provided, please have the Mayor, Governing Body President, and Planning Board Chairman sign and date in the spaces provided below.

We, the undersigned hereby acknowledge that the information provided in this form has been reviewed by the Mayor, the Governing Body President (if applicable) and the Planning board.

Mayor _____ Planning Board Chair _____

Date: _____ Date: _____

Municipal Questionnaire For Salem County Planning Purposes

(This Questionnaire is not required for Cross-Acceptance but will assist us in preparing county plans)

1. What is your vision for your municipality in the next five to ten years? What steps are you taking to implement your vision? Is your vision described in any planning documents?

(Planning Board) The Township's new master plan outlines that because of the municipality's natural characteristics: green and rural, and the fact that it is largely a residential community, the goal is to stay as is. The aim is to not have urbanization of area, which historically, environmentally and socially is rural and green.

(Economic Development) Our vision for Pittsgrove Township over the next five years is to slow residential growth, increase commercial growth in certain designated areas and preserve land.

The steps we are taking to achieve this vision: an environmental commission with open space plan has been formed; we are working on a redevelopment plan.

Our vision is described in the open space plan.

(Recreation) Would like Township to retain its rural character, increase ratables on outskirts of Township with possibly a small amount within Route 40, Landis Avenue.

2. What are the top three planning issues facing your municipality?

(Planning Board) Preservation of open space and farmland through Green Acres, Farmland Preservation, development policies and regulations and other planning efforts to minimize sprawl and over development.

(Economic Development) The top three planning issues facing Pittsgrove Township is to slow residential growth, preserve open space and establish a redevelopment area.

(Recreation) Housing developments, business incentives, and tax regulations.

3. What planning projects is your municipality currently working on?

(Planning Board) Environmental Resource Inventory, an open space plan and a redevelopment project.

(Economic Development) Pittsgrove Township is currently working to implement the PIG grant, open space and a redevelopment plan.

(Recreation) Not Applicable.

4. Please explain how your municipality takes a comprehensive approach to preparing your Master Plan and other plans.

(Planning Board) The Master Plan and current work is addressing all relevant aspects of such a document as set forth in the Municipal Land Use Law which was implemented with a development regulations ordinance designed to achieve specific goals and planning objectives listed in the Plan. The Township over the last year of adopting this ordinance has been reevaluating its goals and objectives, the effectiveness of its regulations and the degree of goal attainment being achieved all with a view to possible change in policies and regulatory measures as the community comes up on the next reexamination of the Master Plan.

(Economic Development) Our municipality's comprehensive approach to preparing the Master Plan and other plans is done through creating a committee of residents invited to participate in projects, having various open public meetings and hiring consultants.

(Recreation) Involves citizens and their input. Specialist to perform studies in the Township on soil, land, population, etc.

5. Please explain how your municipality's planning efforts take into account current and planned infrastructure capacity.

(Planning Board) Pittsgrove Township's new master plan was developed in light of the fact that there is no major public sewer or potable water supply systems, nor are any planned. Lot sizes were thus structured to reflect the required use of on-site septic disposal and water supply. Township regulations recognize the road system and attempt to require improvements for new development, which will minimize its impact on adjoining and connecting roadways. Additionally, the Township monitors growth trends and participates in County and State planning activities dealing with infrastructure including Salem County's planning for growth management and the South Jersey Transportation Planning Organization (SJTPPO).

The Township's development regulations require analysis of infrastructure as part of the review process and where necessary based on such analysis requires improvement of infrastructure to handle the proposed development or appropriate redesign where infrastructure is insufficient and incapable of handling the activity.

(Economic Development) Pittsgrove Township is working to maintain its current infrastructure, i.e., septic systems.

6. Please explain how you involve the public in your planning process.

(Planning Board) Besides the mandated open meeting policies of the Planning Board, there was appointed a Master Plan Citizens Advisory Committee consisting of eighteen (18) Township residents which helped with the development of the new master plan. Several of this Committee's members now serve on the Planning Board including the current Chairman.

(Economic Development) Pittsgrove Township involves the public in the planning process by having various open public meetings, putting articles in the local newspapers, being proactive with the residents/public and hiring consultants.

(Recreation) Regarding Brotmanville Park: we have held public meetings to get community input.

7. Please explain how your municipality participates in regional planning efforts such as Smart Growth Regional Development Plans, regional environmental planning, transportation planning or economic development.

(Planning Board) (Township Committee should respond to this question)

(Economic Development) Our municipality participates in regional planning efforts by inviting people to speak to our committee(s). We also attend seminars.

(Recreation) Not Applicable.

8. How does your municipality address transportation issues such as roadway maintenance, circulation, pedestrian areas and bike trails, etc.?

(Planning Board) The Circulation Element of the new Master Plan gives the hierarchy of streets in the Township and discusses their use in terms of their appropriateness for the type of land use activities that will be using them. This is particularly addressed in connection with residential development since residential development is predominant in the Township. The Plan emphasizes the importance of residential street design (strict compliance with the Residential Site Improvement Standards) and offers guidelines on speed appropriate to land use and avoidance of nuisance from traffic. The new development regulations ordinance sets forth standards for all uses.

Most pedestrian areas are located within residential neighborhoods which the RSIS addresses. The Planning Board has considered recommending the Township's use of abandoned railroad right-of-way for a maintained hiking trail. The Environmental Commission is also looking into recommending continuance of existing hiking trails through new developments.

The Circulation Element also emphasizes retention of rural road characteristics, enforcement of the State Highway Access Management Code, review of traffic accident indicators and participation in both the Salem County Capital Transportation Program (CTP) and its companion

Transportation Improvement Plan (TIP) noting their particular importance to Pittsgrove because of its dependence upon the county road system.

The Township Master Plan calls for the development of a comprehensive bicycle system to be planned in collaboration with Salem County in order to effectively implement bikeways when the county road system is being reconstructed.

(Economic Development) Pittsgrove Township addresses transportation issues by applying for state and federal grants. County and township roads have a scheduled program of road repair.

(Recreation) In Brotmanville, Norma and surrounding areas there are no pedestrian bike trails or roadside space; Gershal Avenue is dangerous for children and pedestrians.

9. Is your municipality considering a transfer of development rights program? If so, for what purpose'?

(Planning Board) The Planning Board has considered the issue of transfer of development rights program in connection with its mandatory and optional clustering regulations for residential development. The idea would be to protect farmland, environmentally sensitive lands, woodlands or other open space areas of particular importance which may not be part of a particular development's location. Such a program would allow development to be clustered or "centered" in an area suited to such development while protecting areas of significance as noted which are not part of or even contiguous to such development. A transfer of development rights program may well be revisited in connection with a new open space plan element now being prepared.

(Economic Development) No, Pittsgrove Township is not considering a transfer of development rights program.

(Recreation) Not Applicable.

10. How does your municipality intend to implement the requirements of the new Stormwater Management Rules?

(Planning Board) (Township Engineer should comment on this issue.)

(Economic Development) Our municipality intends to implement the requirements of the Storm Water Management Rules by applying for grants. The township engineer is pursuing a change in classification.

(Recreation) Not Applicable.

11. Please explain how your municipality preserves and protects its natural resources such as wetlands, woodlands, prime farmland, beaches, steep slopes and stream corridors: What preservation measures are found in your zoning ordinance?

(Planning Board) Besides strict enforcement of non local regulations such as wetlands, the Township's zoning ordinance as noted earlier requires agricultural buffers for all development adjacent to lands that have been assessed currently or within any of the last three calendar years preceding the application [for development] as qualified farmland under the New Jersey Farmland Assessment Act. The ordinance also provides for a stream setback requirement of 200 feet, in addition to the minimum yard dimensions and setback requirements as contained in the schedules of district regulations, from the centerline of any stream on the or adjacent to a property.

The ordinance has regulations controlling forestry and clear cutting and/or woodcutting generally, which requires such activities to obtain permits. Standards are set forth for plans to be prepared to assure that such forestry is in keeping with best management practices.

The Township Planning Board has adopted a farmland preservation element and has identified a target area for obtaining development rights to farms. Additionally, a new open space plan is to be presented to the Planning Board in November 2004. The Township's Environmental Commission is preparing this document, which will address many of these issues.

The Township has been actively working and appears on the verge of preserving over 900 acres of land north of Parvin State Park through Green Acres.

(Economic Development) Pittsgrove Township preserves its natural resources in several ways. The Environmental Committee is conducting an inventory.

(Recreation) Not Applicable.

12. Please describe any commercial or residential revitalization efforts taking place in your municipality?

(Planning Board) There are none currently in the works although new park development was undertaken in the Brotmanville area.

(Economic Development) Revitalization efforts taking place within our township are that the redevelopment plan is being drafted, and we are working to preserve open space and slow residential growth.

(Recreation) Future plans for Route 40 and Landis Avenue. A park on Isaacs Avenue is in the process. Funding for equipment and development are key components for completion.

13. How does your municipality encourage development and redevelopment that contributes to well-designed, mixed-use communities?

(Planning Board) The Township is currently seeking assistance for the possible designation of an area in need of redevelopment that is located along the Route 56 corridor in the southern portion of the Township running from Deerfield Township east to almost the City of Vineland.

Within the Master Plan's identified nodes or centers, the B-1 Business District allows a commercial home occupation as a conditional use which allows a more intense retail activity to occur than might be allowed for a typical home occupation. The purpose of this land use activity would be to encourage hamlet or village-type commercial activity traditionally found in such small settlements along major roadways. The earlier noted study of an area in need of redevelopment if so determined, might address mixed use in the redevelopment plan that would be prepared for such area.

(Economic Development) Our municipality encourages development and redevelopment through the Master Plan.

(Recreation) Housing costs limit this idea for middle and lower class families.

14. Please explain how your municipality has introduced new design concepts to improve the appearance and functioning of existing residential and non-residential developments. Some of these concepts include creating innovative design standards for major corridors, providing pedestrian and bicycle connections to residential and commercial areas, linking adjacent shopping centers and allowing a mix of uses to reduce vehicular trips.

(Planning Board) As noted earlier, the new zoning ordinance does provide for a planned highway business district development, which requires more comprehensive planning for commercial lands along major highways, State Routes 40 and 56 in the case of Pittsgrove. It seeks to link adjacent land uses, provide innovative design, and assure future expansion and/or use of land areas set back from the roadway so as to avoid "wasting" it behind poorly thought out development.

(Economic Development) Pittsgrove Township has introduced new design concepts by applying for sidewalk grants and the Small Cities grant to rehabilitate low-income houses.

(Recreation) Unaware of any in District 3 and 4 that have been introduced. However, along major County roads where traffic is heavy and the speed limit high, there should be plans to implement pedestrian and bicycle connections.

15. For those municipalities that have been designated centers by the State Planning Commission, please explain how you have carried out the required tasks listed in your Planning Implementation Agenda.

(Planning Board) Not Applicable

(Economic Development) Not Applicable

(Recreation) Not Applicable.

16. Please explain what your municipality can do to reach a higher degree of consistency with County and State Plans. Please describe any zoning or Master Plan changes you are contemplating to be more consistent with your municipal Planning Area designations.

(Planning Board) In large measure, the current land use plan and zone plan for the Township is consistent with County and State Plans. However, the Planning Board has discussed its concerns over the zoning of some areas, which are within areas of critical or Category I watersheds mainly located in the southeastern portion of the Township and along the Maurice River and near the Township boundary with the Borough of Elmer. Additionally, as noted, the Planning Board has adopted a farmland preservation element, which has identified a target area for preserving farmland, which might result in changes to the land use plan and zoning ordinances.

Since the 2004 State Plan has eliminated showing non-designated centers, the Board may well determine that some adjustments might be necessary, but none are currently anticipated.

Farmland preservation, open space acquisition, a new open space plan, and other recommendations for protection of open space or areas of environmental sensitivity may also provoke a need for amending the master plan to reflect an ongoing assessment of the Township's land use policies. The possibility of a redevelopment plan be adopted would also be another area where change in the Township's Master Plan might occur in the future.

(Economic Development) Not Applicable

(Recreation) Not Applicable.

17. How can State Agencies better serve your municipality?

(Planning Board) Insure dollar value per acre for farmland preservation!

(Economic Development) State Agencies can better serve Pittsgrove Township by giving more money and services to our municipality.

(Recreation) Programs designed to let municipalities and the residents be aware of what the State agencies offer.

18. How can our county assist you with your planning efforts?

(Economic Development) Pittsgrove Township's planning efforts can be assisted by giving more money and services, continuing to hold workshops, hold meetings/workshops in our township and hold these meetings/workshops at convenient times for people who work full time jobs, i.e. on the weekend or in the evening.

(Recreation) Main objective is the development of the Brotmanville Park. All assistance is welcome to insure a safe, beautiful and functional recreation area.

Quinton Township

Mayor:	Jim Kates
Cross-Acceptance Meeting Date:	September 14, 2004
Population – 2000 Census:	2,786
Number of Households:	1,133
Total Area in Square Miles:	24.54
Population Density Per Sq. Mile:	115.3

OVERVIEW

General Description/Major Considerations

Quinton Township is located in the southwest portion of the County, bounded on the east by Cumberland County and on the west by the City of Salem. It is a rural Township, having one small village (Quinton) and a few scattered residential subdivisions (Elk Terrace and a portion of Paradise Lakes). It is, for the most part, a slow-growth municipality, with a loss of population of 376 between 1980 and 1990, although the much of the population loss was restored as per the 2000 Census.

In order to address failing septic systems in Quinton Village (and Alloway Village) a public sewer line will be extended from Salem City to the Village. This extension will allow for tie-ins along NJ 49, between the Salem City and the Village, and between Quinton and Alloway Village (along Rt. 581).

The basic land use goals of the Township Master Plan (1990) are to:

- Preserve farming operations on prime agricultural land
- Retain rural character and environment
- Provide adequate open space
- Identify and preserve historic and scenic resources
- Revitalize and reinforce the Village as a small commercial center
- Provide for adequate community facilities- e.g.,- future water supplies and sewerage
- Provide attractive sites for commercial and industrial establishments
- Sustain and improve the Township's tax base
- Maintain / improve residential values through proper planning and regulation
- Provide for adequate/diversified housing supply in attractive neighborhoods
- Develop a circulation system which is coordinated with land use/reduces congestion

Planning Areas

Planning Areas - The Township is classified as Rural - PA4a.

Proposed Revisions / Boundary Changes

- **Centers** - In a meeting with the Township cross-acceptance committee recommended that the previously delineated Village area be marginally expanded (and better defined) to accommodate future growth.
- **Planning Areas** - No proposed changes

Compatibility of Township Plan/Zoning map with the proposed Centers/Environs map

- **Quinton Village** - Zoned “Village Residential” (minimum lot size - 6500 Sq. Ft.)
- **Elk Terrace Hamlet**- Zoned Residential -2 (minimum lot size - 15000 Sq. Ft.)
- **Environs** - Most of the environs (i.e., the Rural PA) is zoned for P-BR , which permits a minimum lot size of 1 acre. However, lot areas may be increased in this district based on the results of percolation or permeability tests performed on the lots. NJ 49, between Salem City and Quinton Village is zoned “light Industrial/Office”, and there are two relatively small areas along NJ 49 zoned for “Manufacturing” (at Burden Hill Road) and “Highway Commercial “ (at Co. Rt. 657).

Population and Projections

1980 – 2,887
1990 – 2,511
2000 – 2,786
2005 – 2,814 (SJTPO Projection)
2015 – 3,159 (SJTPO Projection)
2025 – 3,343 (SJTPO Projection)

- **Population Projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025 indicate a moderate population increase for the Township of 529 people from 2005 -2025.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 23 jobs between 2000 and 2025 as projected by SJTPO.

Center Designation- Status

Township officials have indicated an interest in Center designation, particularly for Quinton Village.

Municipal Concurrence with The State Plan Vision Statement

The Township Master Plan (1990) states that:

An important objective for the Township is the maintenance of its rural attributes. While growth is not to be stopped, it should be shaped as much as possible to reduce the impact on the character of the municipality and on its environment.

The Township Plan also stresses the importance of controlling growth on prime agricultural land to prevent the disappearance of farming operations. The Township Plan goals are in line with the goals and Vision Statement of the State Plan. The slow rate of growth that has occurred in the Township over the last 10 - 15 years, combined with the zoning outside of the proposed centers should be sufficient to protect the environs and channel growth into the desired growth centers throughout the County. However, the Township and County need to continuously monitor growth patterns and rate of growth in the municipality to determine if the Township's growth management strategy can adequately achieve its goals, or if more stringent methods are needed (e.g., increase minimum lot size in the environs).

The Township's Plan and regulations contain several noteworthy elements that support the "Vision Statement" of the State Plan; including:

- The requirement for an environmental impact statement for all types of development other than those for one residential unit or lot.
- Planned Development and Open Space Cluster Planned Development (P-BR Residence District)- elements.
- An ordinance element requiring developers to pay their fair share of off-tract improvements.

Potential Issues /Other Identified Problems / Needs

- **Preservation of Environs** - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands.
- **Economic Development** -The need for ratables in the Township (e.g., light industry).

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff review the following:

- Comprehensive Development Plan - Land Use Element - 1979
- Plan Re-examination Report - 1993
- Land Development Ordinance - 1979 - Subsequent amendments - 1991 to 1999

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The Master Plan incorporated all of the required and recommended elements of the MLUL.

b. Collaborative - The Plan does examine the relationship of its Plan/zoning with contiguous municipalities, and finds that there are no significant conflicts.

c. Citizen Based - In addition to all of the required notices and public hearings, the Township did notify its citizens of the draft Plan through municipal newsletters and mailings to interested parties.

d. Capacity Based - The capacity of the Township’s infrastructure (particularly public sewer, public water, and roads) and its natural resources were certainly a consideration in the development of the Township Plan and ordinance. It is not anticipated the expected level of growth and development will put a strain on existing or anticipated infrastructure.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process as undertaken by the Township incorporated several regional planning-related considerations, including:

- Conservation of the inter-municipal Mannington Meadows region. Township zoning classifies this region as “Conservation” and protects it as such.
- Transportation - All municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office.

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions- The Township will continue to monitor the need for public sewer service in the Regional Center (i.e., through citizen surveys, monitoring of development, etc.).

b. Regulatory Actions- Municipal zoning regulations are consistent with the Township Plan. Municipal officials have noted that they have reviewed their development review process and, wherever possible, eliminated unnecessary steps.

c. Programs - The municipality is participating in the County's Farmland Preservation Program and is cooperating with DEP and private organizations in the acquisition of environmentally sensitive lands.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

Township officials have, in their planning processes, responded to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. School facilities and preserved natural conservation areas are also used to provide recreation areas/facilities to residents (multiple use of facilities). They participate in inter-municipal shared service agreements in the provision/financing of their court system, trash pickup, and, of course, public sewer and water. They require developers of major subdivisions/site plans to pay their pro-rata share of off-tract improvements. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Township's Plan policies (express in their Plan and zoning maps) reflect the State Plan policies regarding the protection of open space, and agricultural and environmentally sensitive lands. The Township is currently considering the benefits of designation of its Regional Center (possibly in cooperation with Salem City).

b. Investment Policies -As noted above, the Township is actively involved in a farmland and natural area land easement/acquisition program.

c. Regulatory Actions - The guiding philosophy of the Township ordinance is the importance of channeling new development into its growth centers (and away from the environs). The Township ordinance includes sections on environmentally sensitive lands and stream easement protection. Clustering is permitted in the Rural Residential zones (environs).

The maintenance and revitalization for the existing community

The proposed Regional Center is, and will continue to be, the focus of the Township's community revitalization efforts. Improvements of the proposed Center's infrastructure and quality of life are the Township's highest priorities.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Township's proposed Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where infill is encouraged and occurring. It is a well-defined rural community bordered in part by natural

areas, State-owned wildlife areas, farmland and open space. Sidewalks in new major developments are required by ordinance.

Mapping of Community Development boundaries

The Township mapped the community development boundary of the proposed Regional Center with guidance from the County Planning and OSP staff.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified by the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township does provide information to residents on municipal services through tax bills and newsletters
- Even though the Township is primarily rural, it has some of the advantages and opportunities on an urban area, particularly when it comes to mass transit. NJ Transit and the County system provide service to residents to the County's urban region, Philadelphia and Wilmington.
- The Salem County Work-first New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment.

The protection, restoration and integration of natural resources and systems

As noted above, the Township's Plan and ordinance reflect the objective of protecting the municipality's natural and agricultural areas. The public and private efforts that have resulted in the creation of several protected wildlife management areas are moving in the direction of creating a preserved greenway. Farmland preservation efforts at the County and Township level (including the Township's "Right-To Farm" ordinance element) have made progress in the area of resource protection.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for additional programs, legislation (e.g., transfer of development rights) and other mechanisms to assist the municipality in its effort to preserve the environs.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Continuously monitor development patterns and general population growth to assess the effectiveness of current zoning of the environs in channeling new development into centers.
- Consider the advantages of creating an environmental commission or committee.

NEGOTIATION AGENDA

No issues identified by the Township.

Salem City

Mayor:	Earl R. Gage
Cross-Acceptance Meeting Date:	September 16, 2004
Population – 2000 Census:	5,857
Number of Households:	2,863
Total Area in Square Miles:	2.80
Population Density Per Sq. Mile:	2,244.3

OVERVIEW

General Description/Major Considerations

Salem City, the largest urban municipality in Salem County (2.7 square mile) is located along the Salem River where the tributary drains into the Delaware River. It is bordered by Mannington and Pennsville Townships to the north and Elsinboro and Quinton Townships to the south and east. It is traversed by NJ 49 and in part by NJ45 (both of which serve as part of the City's "main street" within its urban core). The City has a central business district, its own port (owned by South Jersey Port Corporation) a large industrial area, an area designated for historic preservation, and (as the County seat) several County buildings. Approximately 60% of the City is classified as either wetlands or vacant and a small portion of the City is within the CAFRA area.

The City has its own public sewer and water system. Both systems partially extend into Mannington Township, and public water is supplied by the City to parts of Quinton Township (plans are currently underway to extend public sewer lines from the City's system to Quinton and Alloway Villages). NJ Transit provides Mass transit and the County's own SCOT system, linking the City with the other urban areas of the County and with Philadelphia and Wilmington.

As noted in the City's Center Designation Report "*Both the current housing stock and the central business district are exhibiting stress and decline*". The population of the City has been declining for approximately the last 50 years (Salem City experienced a population decrease of 76 persons between 1980 and 1990).

The City has taken steps and has made considerable progress in the effort to revitalize its downtown and industrial and port areas. The Port has been designated as a Foreign Trade Zone. In 1988, the "Stand Up for Salem" task force was created (involving City and County officials, representatives from major corporations, and local citizens) and a City development action program for the City resulted from this effort. The "Strategic Plan for Economic and Community Revitalization", adopted in 1998, provided "*issues, recommendations and specific economic development initiatives ...*" for defined urban activity centers. The Strategic Plan includes a number of recommendations to improve the CBD retail center and main street corridor, and other important centers.

The basic goals of the City Master Plan (1974) and the 2002 re-examination report are to:

- Preserve and strengthen the four basic roles of Salem: a residential community, a County seat, a regional commercial center, a source of industrial employment
- Encourage types of development and uses which, while consistent with other policies and goals, will increase the financial capability of the City to provide required community services and facilities
- Prevent the spread of haphazard and incompatible mixtures of residential, commercial and industrial development
- Provide for adequate and diversified housing supply in an attractive, healthful, and safe environment
- Continue the City's program to eliminate substandard housing
- Maintain an active and viable central business district
- Encourage the location of additional industries in appropriate areas, and the continued expansion of existing industries
- Provide for adequate community facilities, including programs to meet social, cultural and recreational needs
- Provide for safe and convenient circulation within the City to points beyond
- Protect to the maximum extent possible and promote the best use of the remaining open spaces in the City

Despite all the changes in the past 28 years, the originally stated goals and objectives enumerated in the 1974 Master Plan are still relevant to guide the future development of the City of Salem.

Planning Areas / Proposed Centers

- **Planning Areas** - The City is classified as Rural - PA4a including the land within the CAFRA area
- **Centers** - during the last round of cross-acceptance, OSP and The State Planning Commission identified all of the City (with the exception of the wetlands north-west of the Salem Cut) as a Regional Center

Proposed Revisions / Boundary Changes

- **Centers** - No proposed changes
- **Planning Areas** - City officials are requesting that the State consider reclassifying the City from Rural - (PA-4) to a Metropolitan (PA1) Planning Area

Compatibility of City Plan/Zoning map with the proposed Centers Map

Regional Center -The Center is compatible with municipal zoning and the City Land Use Plan (1974). The Center area is planned and zoned for commercial, industrial and high-density residential development.

Population and Projections

1980 – 6,959
1990 – 6,883
2000 – 5,857
2005 – 5,845 (SJTPO Projection)
2015 – 5,700 (SJTPO Projection)
2025 – 5,623 (SJTPO Projection)

- **Population projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025, the population for the City continues to decline.
- **Employment Projections** - It is anticipated that there will be an increase of approximately 68 jobs between 2000 and 2025 as projected by SJTPO.

Center Designation Status

The City was designated a regional center in December 1999.

Municipal Concurrence with The State Plan Vision Statement

Based on review of the Municipal Master Plan and Ordinance, the City's Center Designation Report, and current urban improvement projects taking place in the City, it is clear that the goals and strategic planning activities of the City are in line with the SDRP Vision Statement. City planners and officials recognize the role and importance of the municipality as a growth center for the region and have taken steps to enhance the City to function as such. As stated in the City's Center Designation Report-

By designating the City as a Regional Center, funding and development activities can be focused on programs within the City that encourage the location in an area with existing infrastructure. The City provides the center for governmental and business activities in the region, allowing existing agricultural lands to remain in production. Salem has existed for over three centuries as the center for the region

In recent years, the City has been involved in a number of activities and programs to improve, enhance and revitalize the City, including:

- The creation of historic preservation commission; investigating Oak Street Historic District designation. The City Council implemented a recommendation in the Historic Element of the Master Plan to create an Historic Preservation Commission that has powers consistent with the Municipal Land Use Law. The Commission has been active to study areas of the City to be included in the zoning ordinance as additions to the Historic District.
- Through the operations of Salem Main Street, the number of businesses located in the central business district has increased within the past two years. Real estate sales and business openings have occurred in numbers not seen in the past decade, and especially since the last re-examination report was adopted.

- Continues to develop programs for enhanced recreation and cultural activities. The Greater Salem Community Center provides for some of the recreation and cultural needs.
- The Carpenter Street Redevelopment Plan was implemented. Through the activities of the City Council and Pennrose Properties (Salem Historic Homes, LLC) the rehabilitation of a seriously blighted neighborhood is being addressed. Pennrose has secured approvals for phases I & II to rehabilitate and market rental homes.
- Creation of a downtown commercial plaza (Fenwick Plaza) as an urban beautification project
- Utilizing the State Transportation Enhancement Grant to implement a downtown beautification project (patterned brick sidewalks, decorative streetlights, a park, and trees on the main street)
- Involvement in a traffic study (Currently in progress) that will examine ways for the City to improve traffic flow on NJ 49 in the City and re-route truck traffic off of the State Road
- Creation of a Historic District and a Historic Preservation Plan to guide the improvement of this district

The City's Plan and regulations contain several noteworthy elements that support the "vision" of the State Plan including:

- Ordinance elements:
 - Requiring developers to pay their fair share of off-tract improvements
 - Prohibiting the stripping of trees from lots
 - Requiring sidewalks for major subdivisions
- A Housing Plan (1987) that addresses the City's low-moderate income housing need
- A Historic Preservation Plan

Potential Issues / Identified Problems

- **Planning Area** - The City recommends that the State consider reclassifying Salem City from a Rural - PA-4 to a Metropolitan (PA1) Planning Area
- **Economic Development** -The need for ratables in the City (light industry - warehousing. etc.) and employment opportunities
- **Housing Rehabilitation** - The City received COAH Substantive Certification in August 2001.
- **Center Enhancement** - The need for assistance/support in the city's urban revitalization efforts
- **CAFRA** - Given the fact that a small part of the proposed Regional Center is within the CAFRA area, and the importance which the new Coastal Zone Management Regulations places on centers, the City strongly advocates a streamlined and accelerated process to designate CAFRA Centers, and recommends that the new regulations not be implemented until the City is designated (or DEP recognizes the City as a Center through its own regulatory process).

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Comprehensive Development Plan – 1974
- Port District Redevelopment Plan – 1981
- New Market Redevelopment Plan – 1984
- Housing Plan Element – 1987
- Stand Up for Salem - An Action Program to Improve Salem - 1988
- Historic Preservation Element of the Master Plan -1991
- Land Development Ordinance - 1994
- Port of Salem Area Transportation Needs Assessment Study - 1996
- City of Salem - Strategic Plan for Economic & Community Revitalization – 1997
- Master Plan Re-examination Report – 1982, 1989, 1996, 1997, 2002
- Carpenter Street Redevelopment Plan – 2000
- Master Plan Housing Element – 2001
- Main Street Redevelopment Plan – 2002
- Housing Element Amendment – 2002

REQUIRED ELEMENTS

KEY CONCEPTS

The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”

Planning that is comprehensive, citizen based, collaborative, coordinated and based on capacity analysis

a. Comprehensive - The 1974 Master Plan addressed most of the required and recommended elements of the MLUL in the background section. The more recent Housing Plan Element (1987) and the Historic Preservation Element (1991) update sections of the 1974 Plan. The major elements were also addressed in the City’s 1997 Plan Re-examination Report. The City’s 2002 Plan Re-examination Report focused on the major changes relating to land development and overall general characteristics of the City that have occurred since the 1997 report.

b. Collaborative - The 1974 Plan does not examine the relationship of its Plan/zoning with contiguous municipalities. This should be done in the next Plan update or (for the zoning map) in the next Re-examination Report.

c. Citizen Based - In addition to all of the required notices and public hearings, the local newspaper (Today’s Sunbeam) reports on all major City activities, including Plan and ordinance updates.

d. Capacity Based - The capacity of the City’s infrastructure (particularly public sewer, public water, and roads) and the need to protect its natural resources were a major consideration in the development of the City Plan. The City’s 1997 Plan Re-examination Report notes some of the

progress that has been made in the improvement to the City's circulation system, sewer and wastewater treatment facilities, and recreation facilities, as well as areas that are still in need of improvement (e.g., the need for active recreation sites). Given the low level of population growth that has taken place in the City in recent years, it is not anticipated that future growth will put a strain on existing infrastructure and facilities. However, the capacities of existing facilities and infrastructure should certainly be examined in the next Plan update.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The municipal process, as undertaken by the City, incorporated several regional planning-related considerations, including:

- Coordination with its adjacent Township (Elsinboro) with respect to port-related development along the Salem River (i.e., development that has a regional impact)
- Conservation of the County's coastal area - Salem City is included in the State CAFRA area and must reflect these State regulations in its municipal regulations
- Transportation - All municipalities are involved in the SJTPO regional transportation planning process through the County Planning Office

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - Numerous major investment decisions made in recent years, such as the upgrading of the City's wastewater treatment levels (to secondary treatment) and relocation of City Government offices into the renovated City Hall Annex are in response to the recommendations of the 1974 City Comprehensive Plan.

b. Regulatory Actions - There are some minor differences between the 1974 City Land Use Plan Map and the City zoning map. For example, there are areas classified as "General Manufacturing" on the zoning map that are shown as "Public" on the Plan map.

c. Programs - As previously noted, The City has taken steps to implement a main street improvement/beautification program, is participating in the County's series of Economic Development Conferences and is part of the SJTPO regional transportation planning process to improve traffic flow on NJ49. These projects are all reflected in recommendations of the City Comprehensive Plan.

Planning that creates, harnesses and builds on markets and pricing mechanisms while accounting for full costs

City planners and officials have, in their planning processes, responded to this general concept to the degree expected of a rural community. They are, for example, aware of the fiscal consequences of unmanaged growth (suburban sprawl) and have taken steps to avoid these problems. School facilities are, to a limited degree, used to provide recreation areas/facilities to residents (multiple use of facilities). They participate (and will soon expand this participation) in inter-municipal shared service agreements to provide public sewer and water to neighboring

municipalities. They require developers of major subdivisions/site plans to pay their pro-rata share of off-tract improvements. However, it is recommended that the State continue to provide information on innovative techniques generally referred to in this Key Concept.

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - Since Salem City is largely a built-up community, the problem of future excess land consumption is not a major consideration. However, the 1974 Plan did include an environmental assessment of the Plan's proposals, and concluded that the proposed infrastructure improvements (e.g., upgrading of the sewage treatment plant, construction of an urban bypass), and housing renewal and historic preservation programs will have positive environmental benefits. For example, the Plan notes that "*Preservation of historic areas within the City implies careful preservation of the trees and open spaces which are part of and adjoin these historic areas and buildings*". The City has submitted a petition to the State for designation as a Regional Center.

b. Investment Policies -The upgrading the City's public sewerage system and expansion of this system into neighboring municipalities will result in positive environmental benefits not only for the City, but for the larger region.

c. Regulatory Actions - The City ordinance includes sections on protection of wetlands and flood hazard areas, and the protection of natural features in subdivisions and tree coverage on lots. Clustering is permitted in the R1 and R2 Residential Districts. The City also has an Environmental Commission that participates in the development review process and reviews revisions to the City Plan and regulations.

The maintenance and revitalization for the existing community

Since all of the City is classified as a Regional Center, it obviously is, and will continue to be, the focus of the City's revitalization efforts.

Development/redevelopment that is planned, designed and constructed to contribute to the creation of diverse, compact human scale communities (of place)

The Salem City Regional Center has many of the qualities of a "community of place" as described in the State Plan. It is a mixed-use area with a variety of housing types, where infill is encouraged and occurring. It is a well-defined urban community bordered in part by natural areas, and open space. Sidewalks in new major developments are required by ordinance.

Mapping of Community Development Boundaries

The community development boundary of the proposed Salem City Regional Center was mapped by the State during the first round of cross-acceptance. It includes, at the least, all of the developed and developable areas of the City.

The identification of cores and nodes as places for more intensive redevelopment

Given the fact that Salem City is requesting reclassification from Rural to Metropolitan Planning Area, an urban core was identified for the City.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The City does provide information to residents on municipal services through the local newspaper
- NJ Transit and the County SCOT system provides service to residents to the County's urban region, Philadelphia and Wilmington
- The Salem County Work-First New Jersey program is currently studying how it can transport Work-First clients and other transit-dependents to places of employment (possibly within Salem City)
- Transportation for the elderly and handicapped is administered by the County, in cooperation with the City of Salem

The protection, restoration and integration of natural resources and systems

As noted above, the City's Plan and ordinance reflect the objective of protecting the municipality's environmentally sensitive areas. The City has an Environmental Commission to review major development and Plan/ordinance revisions. However, the City does not have a great deal of remaining undeveloped, developable land, and so this problem is minimal. Furthermore, most of the City's environmentally sensitive areas are protected by State Wetlands or CAFRA regulations.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Municipal recommendations primarily relate to the need for continued assistance from the State for its economic development and urban revitalization efforts and to accelerate and streamline the Center Designation process for municipalities within (or partially within) CAFRA.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The City should consider the advantages of updating its Comprehensive Plan to reflect the State Plan and CAFRA regulations, and to resolve minor inconsistencies between the Plan zoning map.

NEGOTIATION AGENDA

Issue identified by the City:

The need to reconsider and, if feasible, change the Planning Area designation of Salem City to a designation (e.g., PA1 or PA2, rather than Rural-PA4) that reflects the urban character of the municipality

Upper Pittsgrove Township

Mayor:	Jack R. Cimprich
Cross-Acceptance Meeting Date:	September 9, 2004
Population – 2000 Census:	3,468
Number of Households:	1,250
Total Area in Square Miles:	40.46
Population Density Per Sq. Mile:	85.9

OVERVIEW

General Description/Major Considerations

Upper Pittsgrove Township is located in the northeastern portion of the County, bounded on the northeast by Gloucester County and on the South by Pittsgrove Township and Elmer Borough. It is a rural-agricultural Township, with a few scattered rural communities such as Monroeville and Daretown. US 40, a major east west State route, runs through the Township and, east of Elmer Borough, along its southern border. There is a Rt. 55 interchange on US 40 about a mile from the Township line. Residents of Upper Pittsgrove and Pittsgrove Townships tend to be oriented to the urban area of Vineland (and to the smaller Borough of Elmer) for shopping, professional services, etc. The proximity of the Township to NJ 55 also provides easy access to major shopping malls in Vineland and Deptford, as well as to the City of Philadelphia.

Between 1980 and 1990, there was virtually no population growth within Upper Pittsgrove as the Township increased 3,139 to 3,140 resident. Township officials and planners prefer that the Township grow at a slow rate and expressed concern with the 10 percent population increase in the 2000 Census as well as the potential development impact that could result from the Township's proximity to the NJ 55 interchange. These concerns are reflected in the Township Plans and ordinance. The Township is an active participant in the County's agriculture preservation program, not only for the protection of farmland but to limit development in the Township's rural-agricultural areas.

The land use goals of the 1990 Township Master Plan (1990) were confirmed by the 2000 Reexamination Report are as follows:

- Preserve farming operations on prime agricultural land
- Retain rural agricultural character
- Encourage a land use pattern which prevents incompatible land use situations
- Protect, conserve and manage the Township's physical resources
- Provide for adequate community facilities commensurate with future demand
- Encourage viable commercial activity and the location of light industry in designated areas
- Preserve valuable historic structures and districts
- Ensure an adequate quantity/quality of housing (responsive to demand and need)
- Develop a circulation system which is coordinated with land use/reduces congestion

Much of the farmland that has been preserved or is in the process is as noted, located in the Northern portion of the Township closest to Gloucester County from where the 1994 Report thought development pressures were expected to emanate. Gloucester County has also begun farmland preservation and has protected substantial portions of its border with Salem County as well. It may well be prudent in these areas to even consider a change in zoning in order to provide farmland buffer between the counties.

Planning Areas

Planning Areas - Most of the Township is classified as Environmentally Sensitive Rural -PA4b due to the fact that it is located within the drainage basin of the Maurice River. Streams, stream corridors, wetlands and other undevelopable areas are classified as Environmentally Sensitive - PA 5.

Proposed Revisions / Boundary Changes

- **Centers** No proposed changes
- **Planning Areas** - No proposed changes

Compatibility of Township Plan/Zoning map with the proposed Centers/Environs

- **Monroeville** - (Village) Zoned Village Residential (Minimum lot size- 30,000 Sq. Ft.), and Medium Density Residential (1 acre minimum lot size)
- **Daretown** - (Village) Zoned Village Residential and Village Business
- **Pole Tavern** - Zoned Highway Business
- **Elmer Fringe** - Zoned Low Density Residential-Agricultural (2 acre lot minimum) and Low Density Residential -Cluster (2 acre lot minimum with cluster option).
- **Environs** - With minor exceptions, most of the Rural (PAa and PAb) Planning Area is zoned for Agriculture (3 acre minimum lot size), or Low Density Residential -Cluster or Low Density Residential Agriculture. Both Low Density Residential zones require minimum lot sizes of 2 acres (except where clustering is permitted). This large-lot zoning policy is intended to preserve agricultural lands, open space and the rural character of the environs.

Population and Projections

1980 – 3,139

1990 – 3,140

2000 – 3,468

2005 – 3,503 (SJTPO Projection)

2015 – 3,933 (SJTPO Projection)

2205 – 4,162 (SJTPO Projection)

- **Population projections**, as developed for the SJTPO Regional Transportation Plan for the year 2025 indicate a moderate population increase for the Township of 659 people from 2005 – 2025.

- **Employment Projections** – It is anticipated that there will be an increase of approximately 68 jobs as projected by SJTPO.

Center Designation- Status

Township officials have indicated an interest in center designation, either by way of Township Master Plan endorsement or a township designation report.

Municipal Concurrence with The State Plan Vision Statement

Based on the growth management policies of the Township Plan, and the way the Township has implemented these policies through their farmland preservation efforts and zoning, it is clear that the Township's goals are very much in line with the State Plan Vision Statement. The Township Plan includes several recommendations for achieving its goals that are supportive of the State Plan Vision; i.e.,

- Restricting development to areas suited for and capable of handling it
- Buffering environmentally sensitive land and farmland from development impacts
- Making development bear its fair share of the effect it will have on the community
- Utilizing the village concept and residential clustering to prevent scattered, strip or sprawl development.

The Township's Plan and regulations contain several noteworthy elements that support the "Vision Statement " of the State Plan including:

- The requirement for an environmental impact statement for all types of development other than those for one residential unit or lot
- An ordinance element permitting residential clustering in the LR-CL Zone.
- An ordinance element requiring developers to pay their fair share of off-tract improvements
- "Right -to Farm" ordinance element
- A Housing Element to the Township Plan. The Township prepared an Amended Housing Element in June 2004, which was submitted, to COAH to address the Township's Mount Laurel Obligations.

Identified Problems / Needs

- **Preservation of Environs** - The need for increased resources and programs and legislation (e.g., Transfer of Development Rights, agricultural impact fees, etc.) to assist the Township in its efforts to preserve agricultural lands.
- The need for ratables in the Township (e.g., light industry)
- The need for some type of alternative wastewater system to support the development of the proposed Village Centers, particularly where reliance on private septic systems and wells have become a problem

Review of Municipal Plans /Ordinances

As part of the cross-acceptance process- the County Planning staff reviewed the following:

- Comprehensive Development Plan - 1978
- Master Plan Housing Element – 1988 and June 2004
- MP Revision to Housing Element- Adapted 8/13/98
- Future Land Use Plan Element – 1990
- Report of the Re-examination of the Master Plan – 1994, 2000
- Land Development Ordinance – 1978 - Amendments 1980 – 2002

REQUIRED ELEMENTS

KEY CONCEPTS

<p>The degree to which municipal plans have incorporated the various provisions of the current State Plan regarding the following “Key Concepts”</p>

Planning that is comprehensive, citizen based, collaborative, coordinated, and based on capacity analysis

a. Comprehensive - Between the 1978 Comprehensive Development Plan and the 1990 Future Land Use Plan Element, all of the required and recommended elements of MLUL are addressed, with the exception of the recycling plan element.

b. Citizen Based -In addition to all of the required notices and public hearings, the Township puts out a newsletter (at least once a year) to inform citizens of significant Plan/ordinance revisions, services and events, and is also developing an internet homepage (currently available) for this same purpose.

c. Collaborative - The 1990 Land Use Plan Element does examine its relationship to plans and zoning of adjacent municipalities. The Plan notes that, with one minor exception, there are no planning or zoning conflicts (or none that cannot be resolved through proper buffering).

d. Capacity Based - Given the potential for development in the Township resulting from its proximity to NJ 55, and the Township’s desire to protect its farmland, groundwater reserves and general rural character, the capacity of the land to accommodate growth is a major concern for municipal officials. This was one of the primary reasons that the Township Land Use Plan and zoning map were updated in 1990 (i.e., to discourage suburban sprawl in the rural-agricultural area) and for its active participation in the County Farmland Preservation Program.

Planning that is undertaken at a variety of scales and focuses on physical/functional features that do not always correspond to political jurisdictions

The Township is currently involved in a number of regional planning efforts and studies, including the SJTPO regional transportation planning process (affecting the US 40 and NJ 77 corridors).

Planning that is closely coordinated with and supported by investment, program and regulatory activities

a. Investment Actions - Upper Pittsgrove Township allocates municipal funds each year for their local match to the farmland preservation program (currently \$30,000).

b. Regulatory Actions - Municipal regulations are consistent with the Township Plan. The Township continues to streamline its regulatory process wherever possible.

c. Programs - The Municipality is an active participant in the County Farmland Preservation Program.

Planning that creates, harness and builds on markets and pricing mechanisms while accounting for full costs

Township planners and officials have, in their planning process, responded to this general concept to the degree expected of a rural community. For example, the external costs of unplanned growth are the primary focus of the Township Plan and zoning map. However, it is recommended that OSP continue to provide municipalities with information on techniques referred to in this Key Concept (i.e., techniques that are appropriate for a rural area).

Planning, investment and regulatory policies that prevent pollution, congestion and excess land consumption

a. Planning Policies - The Municipal goals and objectives, as expressed in the 1990 Township Master Plan and zoning ordinance, reflect the State Plan policies regarding the protection of open space and agricultural and environmentally sensitive lands. The Township is currently considering the benefits of designation of its proposed Centers.

b. Investment Policies - The Township is actively involved in the County's Farmland Preservation Program

c. Regulatory actions - The guiding philosophy of the Township ordinance is the importance of channeling new development away from the rural-agricultural area and into its growth centers. Clustering is permitted in the Low Density Residential-Cluster Option Zone.

The maintenance and revitalization of the existing community

The proposed Village Centers of Monroeville and Daretown are, and will continue to be, the focus of the Township's community or (in the case of Pole Tavern) commercial revitalization efforts.

Development/redevelopment that is planned designed and constructed to contribute to the creation of diverse, compact human scale communities (communities of place)

The Township's proposed residential Village Centers have many of the qualities of a "community of place" as described in the State Plan. They are mixed use, well-defined rural communities, where infill is encouraged and occurring. The proposed Pole Tavern Center, which is at the juncture of two major highways, is intended more for commercial development.

Mapping of community development boundaries

The Township mapped the community development boundaries of the proposed centers during the first round of cross-acceptance.

The identification of cores and nodes as places for more intensive redevelopment

Existing industrial zones are identified on the County Planning Area map. Given its rural nature, concepts such as cores and nodes may not be applicable.

Physical design, public investment and government policy that supports citizen choice through access to information, services, jobs, housing and community life

- The Township currently puts out a newsletter at least once a year and currently has an Internet homepage.
- The Township currently has no mass transit, although transportation for the elderly/handicapped is provided by the Township through an inter-municipal (shared) system. The Work-First New Jersey Program is currently looking into how it can accommodate the needs of Work-First clients and other transit-dependents in Upper Pittsgrove Township (particularly in the area along US 40 east of Elmer).
- The County is currently developing a bikeway plan, which will result in recommendations for bike-compatible improvements to road shoulders in areas such as Upper Pittsgrove Township.

The protection and restoration and integration of natural resources and systems

- Natural features and resources were identified and mapped (Existing Land Use Map) in the 1978 Township Plan.
- An environmental impact statement is required for site plans submitted to the Township.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.

Township recommendations primarily relate to the need for additional programs, legislation, etc. to assist in the protection of the environs and the preservation of farmland.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Township should:

- Continuously monitor development patterns and general population growth to determine that current zoning of the environs is effective in channeling new development into proposed centers.
- Consider the advantages of creating an environmental commission or committee to advise the Planning Board on ecological concerns.

NEGOTIATION AGENDA

No issues identified by the Township

Woodstown Borough

Mayor:	Richard Pfeffer
Cross-Acceptance Meeting Date:	September 1, 2004
Population – 2000 Census:	3,136
Number of Households:	1,389
Total Area in Square Miles:	1.62
Population Density Per Sq. Mile:	1,975.6

OVERVIEW

General Description/Major Considerations

Woodstown Borough is a small (1.62 square miles) urban municipality located in the north-central portion of the County, entirely surrounded by Pilesgrove Township. NJ 45 and US 40 traverse Woodstown and serve as part of the Borough's "main street" within its urban core. The Borough of Woodstown has a central business district, an industrial area, and an area designated for historic preservation. Most of Woodstown Borough is developed, although there is still some remaining vacant developable land.

Historically, Woodstown has served as the commercial center for the surrounding region, providing it with a wide range of governmental, economic and community services (including regional schools, a public library, post office and municipal parks). As noted in Woodstown Borough's 1997 Cross-Acceptance Report, *"Woodstown's role in the provision of farm supplies is a very important to the surrounding [agricultural] area"*. The State Planning Commission designated Woodstown Borough as a Town Center in 1993 (the first Town Center in New Jersey).

Recently Woodstown Borough officials have undertaken a number of planning initiatives, including the creation of Joint Environmental Commission with Pilesgrove Township and the creation of a Town Center Task Force to explore opportunities to enhance downtown revitalization.

The Borough of Woodstown experienced a small decline in population (18 persons) between 1990 and 2000. The City has its own public sewer and water system, which extends, to a very limited degree, into Pilesgrove Township. Mass transit is provided by NJ Transit and the County's own SCOT system, linking the Woodstown Borough with the other urban areas of the County and with Philadelphia and Wilmington.

The basic goals of the Woodstown Borough Master Plan (1978) are to:

- Maintain rural character
- Protect, conserve and manage physical resources in order to sustain the value of the natural environment
- Encourage a land use pattern which avoids incompatible land use situations
- Encourage the location of new industries which have little environmental impact as well as the retention of existing industrial enterprises
- Maintain and encourage viable commercial activities in designated areas
- Provide adequate recreational areas and facilities to meet the needs of the community
- Preserve architecturally and historically significant structures and districts
- Ensure adequate and efficient community facilities and services capable of satisfying future demands
- Develop a safe and efficient circulation system which is coordinated with the land use plan
- Encourage the development of an adequate quantity of standard housing which is responsive to the Borough's specific housing needs
- Promote energy conservation through the design, arrangement and nature of future development
- Support the preservation and expansion of the agricultural industry in the region

Planning Areas

Planning Areas - The Borough is classified as Rural -PA4a.

Proposed Revisions / Boundary Changes

Planning Areas - No proposed changes

Compatibility of Borough Plan/Zoning map with the proposed Centers Map

Regional Center -The designated Center is compatible with municipal zoning and the Borough Land Use Plan (1983). It is planned and zoned for commercial, industrial and high-density residential development.

Population and Projections

1980 – 3,250

1990 – 3,154

2000 – 3,136

2005 – 3,136 (SJTPPO Projection)

2015 – 3,137 (SJTPPO Projection)

2025 – 3,139 (SJTPPO Projection)

- **Population projections**, as developed for the SJTPPO Regional Transportation Plan for the year 2025, projects a population increases of 4 persons in the Borough.

- **Employment Projections** - It is anticipated that there will be an increase of approximately 45 jobs between 2000 and 2025 as projected by SJTPO.

Center Designation- Status

The Borough was designated as a Town Center in 1993.

Municipal Concurrence with The State Plan Vision Statement

Based on review of the Municipal Master Plan and Ordinance, the Borough's Center Designation Report, and current urban improvement projects taking place in the Borough, it is clear that the goals and strategic planning activities of the Borough are in line with the SDRP Vision Statement. Municipal planners and officials recognize the role and importance of the municipality as a growth center for the region and have taken steps to enhance the Borough to function as such.

The Borough's Plan and regulations contain several noteworthy elements that support the "vision" of the State Plan; including -

- Designation of a Historic District and provision for a Historic Preservation Commission
- Designation of a "Conservation Zone" to protect stream corridors and other environmentally sensitive areas
- Requirements for sidewalks for major subdivisions
- A Housing Plan (1983) that addresses the Borough's low-moderate income housing need
- A Historic Preservation Plan

Potential Issues / Identified Problems

- **Congestion** - Through traffic (particularly truck traffic) on US 40 and NJ 45 in Woodstown Borough continues to be a problem and a disruption to Borough residents and the central business district.
- **Facilities** - It is estimated that the Woodstown-Pilesgrove regional schools will have to be enlarged within the next five years due to overcrowding.
- **Economic Development** - The need for ratables in the Borough (light industry - warehousing, etc.) and employment opportunities.
- **Center Enhancement** - The need for assistance/support in the Borough's urban revitalization efforts.
- **Water Storage Capability** – State regulations require a water storage capability of one day's water usage. Current capability is 300,000 – need to upgrade to 400,000, therefore another water tower is necessary. (2000 re-examination report)
- **Re-Examination of the Master Plan:** The Borough has not undertaken a comprehensive examination of its entire Master Plan, particularly to explore plans for further development and redevelopment.
- The SJTPO population projections do not reflect current population and do not seem to reflect approved development taking place in the Borough.
- The Borough and Pilesgrove seem to be inconsistent regarding proposed planning area changes with regard to the center boundary.

- Water supply and not water storage is now critical to the Borough with regard to NJDEP compliance and future development.
- The Borough's wastewater treatment facilities no longer have capacity for 400 new connections. The Borough is currently amending its Wastewater Management Plan and planning to upgrade their wastewater treatment plant.

Review of Municipal Plans and Ordinances

As part of the Cross-acceptance Process, the County Planning staff reviewed the following:

- Comprehensive Development Plan - 1983
- Housing Plan Element - 1989
- Plan Re-examination Report – 1994, 2000
- Land Development Ordinance – 1988 – amendments 1989-2002
- Center Designation Report - Oct. 1993

REQUIRED ELEMENTS

KEY CONCEPTS

Urban Revitalization / Housing Rehabilitation

- A Small Cities Rehabilitation Grant has funded the upgrading of 15 homes in Woodstown.
- A Small Cities grant was also used in 1996 to make the municipal building ADA – compliant.
- Several Borough residents have formed a committee to raise half the costs of installing old-fashioned lamp posts in the Borough's business district (a grant will fund the remaining costs).
- The Borough applied for and received funds to install sidewalks and a walking path around Memorial Lake (through a special grant earmarked for designated centers).

Infrastructure

- Public Sewer - The Borough's public wastewater treatment facility was completed in 1994. There are now 400 new connections available.
- Public Water – Additional water storage will need to be constructed to meet DEP's water storage requirements.
- Roads - Heavy volumes of through traffic (particularly truck traffic) continues to be a problem on US 40 and NJ 45 in the Borough. SJTPO, NJDOT, the County Planning staff and Borough officials formed an ad hoc committee to study the problem in 1996, and made several short-term recommendations (e.g., retiming of the traffic light at US 40/NJ 45, and reductions in speed limits in the Borough). No progress has been made on the US 40 Bypass proposal (the State no longer considers it an active project).

Cost-Efficient Delivery of Services / Shared Services

- The Borough has inter-municipal agreements to share the cost of its school system, library, volunteer fire department and recreation area. The two municipalities also cooperate in a “Municipal Alliance Against Substance Abuse”.
- Woodstown and Elmer Boroughs and Mannington Township have formed a joint municipal court.

Master Plan

- The Master Plan was re-examined in 2000
- The Zoning Map was amended in Feb. 1996 changing the existing LI district running north along the railroad adjacent to Swedesboro Road, to the R5 district.
- In Feb. 1996, the land development ordinance was amended to require existing connector streets for any new streets that are developed. A requirement was also added that developments must have at least two entrances unless prohibited by the configuration of the land.

FINDINGS, RECOMMENDATIONS AND OBJECTIONS

<p>A detailed list of findings, recommendations and objections concerning the State Plan or proposed revisions to the State Plan.</p>
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Borough recommendations primarily relate to the need for continued assistance from the State, County and regional planning agencies (e.g., SJTPO) in its economic development and urban revitalization efforts, and to mitigate the problems caused by through traffic on US 40 and NJ 45.

THE POTENTIAL FOR MODIFICATIONS TO LOCAL PLANS THAT WOULD CONTRIBUTE TO A HIGHER DEGREE OF CONSISTENCY AMONG LOCAL, COUNTY AND STATE PLANS

The Borough should consider the advantages of updating its Comprehensive Plan to reflect the State Plan and resolve minor inconsistencies between the Plan zoning map.

NEGOTIATION AGENDA

No issues identified by the Borough.

APPENDIX

Planning Area Percentage by County

CONAME	Total Of ACRES	1	PA1 % of total	2	PA2 % of total	3	PA3 % of total
ATLANTIC Total	361843	17746	5%	9192	3%	1232	0%
BERGEN Total	153046	120095	78%	0	0%	0	0%
BURLINGTON Total	518641	45857	9%	42997	8%	6278	1%
CAMDEN Total	143554	74910	52%	13065	9%	619	0%
CAPE MAY Total	165760	0	0%	6090	4%	14928	9%
CUMBERLAND Total	316753	20562	6%	30412	10%	629	0%
ESSEX Total	81736	70229	86%	0	0%	0	0%
GLOUCESTER Total	209692	42302	20%	46617	22%	21348	10%
HUDSON Total	30009	20804	69%	0	0%	0	0%
HUNTERDON Total	278923	0	0%	13342	5%	21764	8%
MERCER Total	145331	28322	19%	43253	30%	12701	9%
MIDDLESEX Total	200513	105116	52%	54461	27%	0	0%
MONMOUTH Total	303848	76126	25%	64171	21%	10793	4%
MORRIS Total	307398	77751	25%	17570	6%	5644	2%
OCEAN Total	410143	0	0%	116175	28%	14568	4%
PASSAIC Total	125908	44252	35%	1472	1%	0	0%
SALEM Total	218460	8368	4%	10476	5%	4551	2%
SOMERSET Total	195094	20506	11%	71087	36%	13389	7%
SUSSEX Total	342396	0	0%	640	0%	0	0%
UNION Total	66397	63134	95%	0	0%	0	0%
WARREN Total	230578	4197	2%	2105	1%	0	0%

SALEM COUNTY

Municipal Cross-Acceptance Representatives

Municipality	Representative	Position	Representative	Position
Alloway Township 49 South Greenwich Street Box 425 Alloway, NJ 08001	Lou Joyce	Plng. Board Chair	William Rex Cobb	Mayor
Carneys Point Twp. 303 Harding Highway Carneys Point, NJ 08069	Nick Franceschini	Plng. Board Chair	John M. Lake, III	Mayor
Borough of Elmer 120 South Main Street P.O. Box 882 Elmer, NJ 08318	Jose Cardona	Plng. Board Chair	Herbert Stiles, Jr.	Mayor
Elsinboro Township 619 Salem-Ft. Elfsborg Road Salem, NJ 08079	Steve Cornman	Plng. Board Chair	John Elk	Mayor
Lower Alloways Creek Township 501 Locust Island Road P.O. Box 157 Hancock's Bridge, NJ 08038	Robert Drummond	Plng. Board Chair	Jeffrey Dilks	Mayor
Mannington Township 491 Route 45 Mannington, NJ 08079	Sherwood Brown	Plng. Board Chair	Donald Asay	Mayor
Oldmans Township 32 West Mill Road P.O. Box 416 Pedricktown, NJ 08067	Jay Perry	Plng. Board Chair	George Bradford	Mayor
Borough of Penns Grove West Main & State Streets P.O. Box 527 Penns Grove, NJ 08069	Bruce Garrity	Plng. Board Chair	John Washington	Mayor
Pennsville Township 90 North Broadway Pennsville, NJ 08070	Dan Neu	Plng. Board Chair	Richard Barnhart	Mayor
Pilesgrove Township 1180 Route 40 Pilesgrove, NJ 08098	John Ober	Plng. Board Chair	Edward Kille	Mayor
Pittsgrove Township 989 Centerton Road Pittsgrove, NJ 08318	Harry Dare	Twp. Planner	Peter Vörös	Mayor

Municipality	Representative	Position	Representative	Position
Quinton Township P.O. Box 65 885 Quinton Road Quinton, NJ 08072	Robert Howell	Plng. Board Chair	Jim Kates	Mayor
Salem City 17 New Market Street Salem, NJ 08079	Benjamin Ford	Plng. Board Chair	Earl Gage	Mayor
Upper Pittsgrove Township 431 Route 77 Pole Tavern Circle Elmer, NJ 08318	John Coombs	Plng. Board Chair	Jack Cimprich	Mayor
Borough of Woodstown West Avenue Borough Hall P.O. Box 286 Woodstown, NJ 08070	Forest Eichmann	Plng. Board Chair	Richard Pfeffer	Mayor

Salem County Cross-Acceptance III List of Advisors to the Process

Matthew V. Ecker, P.E., C.M.E.
Remington, Vernick and Walberg Engineers

Don Kirchhoffer, Delaware Bayshore Manager
New Jersey Conservation Foundation

Nancy L. Merritt, Vice Chair
Salem County Watershed Task Force

Cheryl Reardon, President
Concerned Pilesgrove Residents

Mark Brunermer, Engineer
Sickels and Associates

Carl Gaskill, P.A.
Fralinger Engineering

Fred Margron, P.E., R.E.M., C.E.A
Professional Consulting, Inc.

Jim Waddington, Director
S.C. Department of Economic Development

Kris Alexander, Chairman
Salem County Agriculture Development Board

Doug Fisher, Chairman
Salem County Improvement Authority

Jack Kugler, Chairman
Pollution Control Finance Authority

Salem County Cross-Acceptance III Municipal Master Plans and Ordinances

ALLOWAY

A. CURRENT MASTER PLAN

Comprehensive Development Plan – Sept. 1975

B. RE-EXAMINATION REPORTS

October 1989

July 1996

May 2003

C. CURRENT DEVELOPMENT ORDINANCES

Land Use - Chapter 75

Amendments:

ORD. #183 - Section 106-5

Prohibited Uses

ORD. #221 - Amend Sched. Dist. Reg

ORD. #224 - Amend Sched. Dist. Reg

ORD. #259 - Cluster Development

ORD. #262 - Section 75-105

ORD. #267 - Exemptions

ORD. #270 - Site Plan Req.

ORD. #271 - Sec. 75-15, 83, 88 & 67

ORD. #274 - Sec. 75-1 & 2

ORD. #302 - App. Regs. & Checklist

ORD. #320 - Municipal Access Code

ORD. #342 – Sec. 75-105

Adopted

May 1979

Oct 1981

July 1985

Sept. 1985

Oct. 1989

April 1990

Dec. 1990

Feb. 1991

Aug. 1991

Dec. 1991

Mar. 1995

Sept. 1998

Oct. 2001

CARNEYS POINT

A. CURRENT MASTER PLAN

Proposed Comp. Development Plan – Nov. 1978 (SCPB)

Comprehensive Development - 1998

Housing Element & Fair Share Plan – 1999 (CGP)

B. RE-EXAMINATION REPORTS- None

C. CURRENT DEVELOPMENT ORDINANCES

Zoning - Chapter 212

Amendments:

ORD. #476 - Zoning Map

ORD. #506 - Revised Zoning Map

Adopted Mar. 1990

Adopted Apr. 1991

ORD. #605 - Eliminates Bd. of Adj.
ORD. #628 – Adds Districts/New Dist. Sched.

Adopted Dec. 1996

ELMER

A. CURRENT MASTER PLAN

Comprehensive Development Plan - Land Use Element - 1979 (SCPB)
Comprehensive Development Plan - Revised Jan. 1993

B. RE-EXAMINATION REPORTS

None

C. CURRENT DEVELOPMENT ORDINANCES

Land Development Ordinance (SCPB) 1979

Amendments:

ORD. #78-2 - Interim Zoning Ord.	Adopted Apr. 1978
ORD. #79-4 - Land Devl. Ord.	Adopted June 1979
ORD. #86-1 - Fee Schedule	Adopted Mar. 1986
ORD. #88-1 - Fee Schedule	Adopted Mar. 1988
ORD. #93-6 - Fee Schedule	Adopted Mar. 1993
District Regulations	
ORD. #93-14 Definitions	Adopted Nov. 1993
ORD. #94-9 - Prohibited Uses	Adopted Nov. 1994

EL SINBORO

A. CURRENT MASTER PLAN

Comprehensive Development Plan - Land Use Element - Jan. 1979 (SCPB)

B. RE-EXAMINATION REPORTS

Submitted July 1993

C. CURRENT DEVELOPMENT ORDINANCES

Land Development Ordinance (SCPB) 1979

Amendments:

ORD. #91-7 - Composition of PB	Adopted Dec. 1991
ORD. #92-1 - District Regs.	Adopted Jan. 1992
ORD. #94-5 - Chapters II, III, IV & V	Adopted Nov. 1994
ORD. #98-2 - (CONS) District	
- Chapter III, Art.V	
- Chapter I, Art. III, Sec. 1.5	Adopted May 1998

LOWER ALLOWAYS CREEK

A. CURRENT MASTER PLAN

Master Plan of L.A.C. - Sept. 1992 (AR & H)

B. RE-EXAMINATION REPORT

Submitted Aug. 1988 (AR & H)

Final March 1999

C. CURRENT DEVELOPMENT ORDINANCES

Land Development Ordinance No. 96-7

Adopted Aug. 1997

Amendments:

ORD. #77-6 - Definitions

Adopted Jan. 1977

ORD. #77-39 - Interim Zon. Ord.

Adopted Dec. 1977

ORD. #77-40 - Changing # of Members

Adopted Dec. 1977

ORD. #78-27 - Official Map

Adopted Sept. 1978

ORD. #79-2 - Delete Interim Zon.

Adopted Jan. 1979

ORD. #79-6 - Permitted Use & Def.

Adopted Mar. 1979

ORD. #79-7 - Regulate Trailers

Adopted Mar. 1979

ORD. #80-18 - Right To Farm

Adopted Feb. 1983

ORD. #83-4 - New Official Map

Adopted Apr. 1983

ORD. #83-17 - Prohibited Uses

Adopted Sept. 1983

ORD. #90-2 - Accessory Uses

Adopted Mar. 1990

ORD. #90-17 - Bulk and Area Regs.

Adopted Dec. 1990

ORD. #91-5 - Prohibit Land Mining

Adopted June 1991

ORD. #91-8 - Checklist

Adopted Sept. 1991

ORD. #92-13 - Nonconforming Bldgs.

Adopted June 1992

ORD. #92-14 - Section 156-19B

Adopted June 1992

ORD. #92-21 - Nonconform. Use/Bldg.

Adopted Oct. 1992

ORD. #93-14 - Low Level Rad. Waste

Adopted Aug. 1993

ORD. #94-8 - R-1 District

Adopted June 1994

ORD. #98-3 - Minor Sub. Def.

Adopted Mar. 1998

ORD. #99-9 - Chapter 5, Sec. 5.07

Adopted July 1999

ORD. #99-5 - Chapter 5, Sec. 5.07

Adopted June 1999

ORD. #99-4 - Chapter 5, Sec. 5.04

Adopted May 1999

ORD. #00-9 - Chapter 4 & 5

Adopted Aug. 2000

ORD. #2001-6 - ART. VII, Sec. 4.38

Adopted May 2001

ORD. #2003-3 - Zoning Map

Adopted Apr. 2003

MANNINGTON

A. CURRENT MASTER PLAN

Comprehensive Development Plan - Dec. 1978 (SCPB)

Master Plan - Housing Element - Aug. 1988 (AR & H)

B. RE-EXAMINATION REPORTS

Submitted Aug. 1988 (AR & H)

Submitted December 20, 2000, adopted Jan. 11, 2001

C. CURRENT DEVELOPMENT ORDINANCE

Land Development Ordinance Twp. of Mannington - 1978 (SCPB)

Comprehensive Ord. Regulating Land Use for Mannington

Twp. revised/codified July 1989 *

Amendments:

ORD. #89-2 - Environmental Impact	Adopted Apr. 1989
ORD. #89-3 - Checklist & Appl. Regs.	Adopted Apr. 1989
ORD. #89-7 - Reg. Lots and Streets and Recreation Areas	Adopted May 1989
ORD. #90-5 - Fees and Appeals	Adopted May 1990
ORD. #90-7 - Regs./Zoning Permits	Adopted July 1990
ORD. #91-6 - Fees and Appeals	Adopted June 1991
ORD. #93-3 - Def. of Structure	Adopted Aug. 1993
ORD. #96-1 - Fees and Appeals	Adopted June 1996
ORD. #96-6 - Minor Subdivision	Adopted Dec. 1996
ORD. #01-02 - Sec. 70-33	Adopted June 2001
ORD. #0103 - Sec. 70-68	Adopted July 2001
ORD.#4-02 - Chapter 70	Adopted April 2004
ORD.#4-03 - Chapter 70	Adopted April 2004
ORD.#3-05- Chapter 70	Adopted Sept. 2003

D. OTHER REPORTS

Mannington Twp. CAFRA Report
no date

OLDMANS

A. CURRENT MASTER PLAN

Oldmans Township Master Plan – Adopted June 1990 (ARH)

B. RE-EXAMINATION REPORTS - None

C. CURRENT DEVELOPMENT ORDINANCE

Oldmans Twp. Land Development Ordinance - Adopted Aug. 1990 (ARH)

PENNS GROVE

A. CURRENT MASTER PLAN

The Borough of Penns Grove 1976 Master Plan
Housing Element, Land Use Element and Environmental
and Historical Assessment - Adopted 1990 (Charles Nathenson and Assoc.)

B. RE-EXAMINATION REPORTS

Submitted 1999

C. CURRENT DEVELOPMENT ORDINANCES

Zoning Chapter 220 From the Code of the Borough
of Penns Grove (1985)

D. OTHER REPORTS

Planning Board Application Procedures
ORD. #82-8 - Ord. for Flood Damage Adopted June 1982
Redevelopment Plan 2001
Redevelopment Area and Investigation Report 2001

PENNSVILLE

A. CURRENT MASTER PLAN

Pennsville Township Comprehensive Plan
Part I - Adopted Nov. 1977
Part II - Adopted Dec. 1976
Part III - Adopted Nov. 1977
Master Plan – 2002 (RR&A)
Amended Housing Element and Fair Share Plan – 2004

B. RE-EXAMINATION REPORTS

Submitted July 1982
Submitted Aug. 1992

C. CURRENT DEVELOPMENT ORDINANCES

Pennsville Township Zoning Ordinance Chapter 24 Adopted 1971

Amendments:

Zoning Map Revised - 1974	
ORD. R-1-94 - Art. 4 Sec. 1,2,3,4	Adopted June 1994
Revised Chapter 24 Zoning	Adopted Aug. 1994
Zoning Map Revised - 7/11/94	
ORD. A-23-98 Chapter 24, Zoning	Adopted Oct. 1998
ORD. A-5-99 Classes of Districts	Adopted Mar. 1999
ORD. A-6-99 Redevelopment Areas	Adopted Mar. 1999
ORD. A-34-99 Sign Restrictions	Adopted Nov. 1999
ORD. A-38-99 Add Article 11	Adopted Dec. 1999

ORD. A-15-2000 Bldg. Area Req.	Adopted June 2000
ORD. A-28-00 – Tel. Towers	Adopted Sept. 2000
ORD. A-7-2001 Major Sub. \$ Site Plans	Adopted April 2001
ORD. A-3-2003 Disban Bd. of Adjustment	Adopted March 2003

D. OTHER REPORTS

Strategic Plan for the Township of Pennsville (La Salle University)
Economic Summit Report - 1997

PILESGROVE

A. CURRENT MASTER PLAN

2004 Township of Pilesgrove Master Plan (Coppola & Coppola Assoc.)

Part I - Adopted 1992

Part II - Adopted 1992

Part III - Adopted 1992

Housing Plan Element and Fair Share Plan - Adopted Nov. 1991

Housing Plan Element 2004 Amendment

Conservation and Recreation Plan Element- Adopted 2004

Farmland Preservation Plan- Adopted 2004

Land Use Plan Element

B. RE-EXAMINATION REPORTS

None

C. CURRENT DEVELOPMENT ORDINANCE

Land Development Ordinance (Coppola & Coppola Assoc.)

Adopted Sept. 1994

Amendments:

ORD. #96-3 - Zoning Map

Adopted Sept. 1996

ORD. #97-6 - Section 508.D-1

Adopted Oct. 1997

ORD. #210 – Sec. 145-24, 25, 26, 44E, 57, 58

Adopted Mar. 2003

ORD. #2211 – Sec. 145-17A/145-18A, 145-19, 39B

Adopted Mar. 2003

ORD. #212 – Sec. 145-22.2

Adopted Mar. 2003

PITTS GROVE

A. CURRENT MASTER PLAN

Pittsgrove Master Plan

Master Plan 1988

Master Plan Adopted December 18, 2000 (Clark, Caton & Hintz)

Housing Element DRAFT May 2000

Farmland Preservation Element

Circulation Element

B. RE-EXAMINATION REPORTS

Submitted Dec. 1982

Submitted Sept. 1994

C. CURRENT DEVELOPMENT ORDINANCES

Pittsgrove Twp. Land Development - Chapter 60

Adopted 1988

Amendments:

ORD. #2-88 - Prel. SP & EIS

Adopted Feb. 1988

ORD. #1-88 - Application Reqs.

Adopted Feb. 1988

ORD. #12-88 - Off Tract Imp.

Adopted Nov. 1988

ORD. #13-88 - Land Mining

Adopted Nov. 1988

ORD. #5-89 - Trailers

Adopted Mar. 1989

ORD. #6-89 - Prohibited Uses

Adopted Feb. 1989

ORD. #7-89 - Site Plan (Appl)

Adopted Apr. 1989

ORD. #2-90 - Sec. 60-115(B)(1)

Adopted Mar. 1990

ORD. #7-90 - Sched. A

Adopted May 1990

ORD. #12-90 - Sched. Dist. Regs.

Adopted June 1990

ORD. #16-90 - Art. VI-XII Part 3

Adopted July 1990

ORD. #1-91 - Zoning Map

Adopted Feb. 1991

ORD. #7-91 - Air Safe/Haz. Zoning

Adopted May 1991

ORD. #9-91 - Sec. 115

Adopted June 1991

ORD. #12-91 - Escrow Fund Fees

Adopted Aug. 1991

ORD. #13-91 - Mun. Access Code

Adopted Aug. 1991

ORD. #14-91 - Sec. 41

Adopted Sept. 1991

ORD. #17-91 - SP Review Proced.

Adopted Oct. 1991

ORD. #19-91 - Right To Farm etc.

Adopted Nov. 1991

ORD. #24-91 - Rational of ORD. 1-91

Adopted Mar. 1991

ORD. #2-92 - Perf. & Maint. Guar.

Adopted Jan. 1992

ORD. #1-95 - Fences, Hedges & Wall

Adopted Jan. 1995

ORD. #4-95 - Sec. 1 60-37(D)

Adopted Apr. 1995

- Sec. 2,3 and 4

ORD. #6-95 - Sec. 1 60-89.1

- Sec. 2 60-71(B)(24)

- Sec. 3 60-81(C)(18)

- Sec. 4 60-83(A)(10)

- Sec. 5,6,and 7

Adopted Apr. 1995

ORD. #4-96 - Schedules B & C

Adopted July 1996

ORD. #9-96 - Recycling Facilities

Adopted Aug. 1996

ORD. #11-96 - Design Stand.Rds.

Adopted Oct. 1996

ORD. #13-96 - Sec. 1 60-89.1

- Sec. 2 60-71(B)(24)

- Sec. 3 60-81 (C)(18)

- Sec. 4 60-83(A)(10)

- Sec. 5,6 and7

Adopted Dec. 1996

ORD# 8-98 - Fresh Water Wetlands

Adopted Aug. 1998

ORD.#3-99 – Redefine Minor Sub.	Adopted Mar. 1999
ORD.#3-2000 – Sec. 60-41(12)	Adopted Aug. 2000
ORD.#6-2001 – Repealing Sec. 60-17	Adopted Sept. 2001
ORD.#01-2003 – L & M Income Housing	Adopted Feb. 2003
ORD.#13-2003 – Sec. 60-42M	Adopted Dec. 2003
ORD.#07-2002 – Sec. 60-78	Adopted Nov 2002
ORD.#08-2002 – Sec. 60-106.1	Adopted Dec. 2002
ORD.#09-2002 – Sec. 60-4/60-113	Adopted Dec. 2002
ORD.#04-2003 – Sec. 60-74	Adopted Apr. 2003

QUINTON

A. CURRENT MASTER PLAN

Quinton Township Comprehensive Plan - Nov. 1990 (AR & H)

B. RE-EXAMINATION REPORT

Submitted 1993

C. CURRENT DEVELOPMENT ORDINANCE

Code of the Township of Quinton

Land Use Chapter 170

Adopted June 1992

Amendments:

ORD.#99-6 – LIO District

Adopted Dec. 1999

SALEM CITY

A. CURRENT MASTER PLAN

Salem City Master Plan 1974 (Govt. Studies & Systems)

Historic Preservation Element

Housing Plan Element - April 1987

Master Plan Housing Element - 2001

Housing Element Amendment - 2002

B. RE-EXAMINATION REPORT

Submitted 1982

Submitted 1989

Submitted 1996

Submitted 1997

Submitted 2002

C. CURRENT DEVELOPMENT ORDINANCE

Land Development Ordinance

Ord. #0226, Sec. 130-117

Ord. #0228, Zoning Map

Adopted May 1994

Ord. #0229, Zoning Map
Ord. #0230, R-1 District

D. OTHER REPORTS

Stand Up For Salem - An Action Program To Improve Salem 1988
New Market Redevelopment Plan 1987
Port District Redevelopment Plan 1981
Port of Salem Area Transportation Needs Assessment Study 1996
City of Salem – Strategic Plan for Economic & Community Revitalization 1997
Carpenter Street Redevelopment Plan 2000
Main Street Redevelopment Plan 2002

UPPER PITTSBGROVE

A. CURRENT MASTER PLAN

Comprehensive Development Plan – 1978
The Future Land Use Plan Element of the Township of Upper Pittsgrove
Adopted April 1990 (Harry Dare)
Master Plan - Housing Element - Adopted Oct. 1988
Master Plan - Revision to Housing Element - Adopted 8/13/98

B. RE-EXAMINATION REPORT

Submitted July 1994
Submitted Aug. 2000

C. CURRENT DEVELOPMENT ORDINANCE

Land Development Ordinance of the Township of Upper Pittsgrove
Adopted Sept. 1978 (SCPB)

Amendments:

ORD. #80-5 - Right To Farm	Adopted Dec. 1980
ORD. #81-5 - Proh. Certain Matters	Adopted July 1981
ORD. #82-3 - Application Fees	Adopted Dec. 1982
Prin. Dwell. per Lot	Adopted Sept. 1984
District Regs.	Adopted July 1985
ORD. #85-4 - HB Zone regs.	Adopted July 1985
ORD. #86-2 - Def./Prohib. in Zones	Adopted Apr. 1986
ORD. #86-3 - Reg. of Trailers	Adopted Apr. 1986
ORD. #87-6 - Off Tract Improv.	Adopted Sept. 1987
ORD. #87-7 - Site Plan Applic.	Adopted Oct. 1987
E. I. S.	Adopted Apr. 1987
ORD. #88-4 - District Regs.	Adopted Mar. 1988
ORD. #88-5 - Appl. Regs. & Check.	Adopted May 1988
ORD. #88-7 - Max/Min Bldg. Stand.	Adopted July 1988
ORD. #89-4 - Application Fees	Adopted Nov. 1989
ORD. #90-3 - Perf/Maint Guarantees	Adopted Mar. 1990
ORD. #90-4 - Land Dev. Ord.	Adopted June 1990

ORD. #91-3 - Revised Regs. & Check.	Adopted May 1991
ORD. #91-4 - District Regs. Sec.3.2	Adopted May 1991
ORD. #91-7 - Revised Chapter II	Adopted July 1991
ORD. #91-8 - Membership Regs.	Adopted Dec. 1991
ORD. #92-2 - Powers of Zone Bd.	Adopted Feb. 1992
ORD. #92-7 - Basic Utility Airports	Adopted Oct. 1992
ORD. #95-2 - Various Sections	Adopted Mar. 1995
ORD. #96-3 - Definitions	Adopted June 1996
ORD. #97-5 - Right to Farm Notice	Adopted Sept. 1997
ORD. #98-2 – Amend. Ord. 90-4	Adopted Oct. 1998
ORD. #99-2 – Checklist & Fees	Adopted Jul. 1999
ORD. #01-02 – Sec. 3.30	Adopted Aug. 2001
ORD. #2002-02 – Sec. 3.15.3	Adopted Feb. 2002
ORD. #2002-4 – Sec. 2.3	Adopted April 2002
ORD. #2002-6 – Sec. 3.5	Adopted May 2002
ORD. #2003-3 – Sec. 3.7	Adopted May 2003
ORD. #2002-08 – Sec. 3.5	Adopted Nov 2002

WOODSTOWN

A. CURRENT MASTER PLAN

Land Use Element - Comprehensive Development Plan of Woodstown
 July 1983 (SCPB)
 Master Plan Housing Element - Adopted Aug. 1989

B. RE-EXAMINATION REPORT

Submitted July 1994
 Submitted July 2000

C. CURRENT DEVELOPMENT ORDINANCES

Code of the Borough of Woodstown - Chapter 67 Part 3

Amendments:

Historic Preservation	Adopted 1989
Appeals to Zoning Board	Adopted 1989
Recycling Facility	Adopted Nov. 1993
Changes to Chapter 67	Adopted Nov. 1993
Streets and roads	Adopted June 1994
Amending the Master Plan	Adopted Dec. 1995
Zoning Map	Adopted Feb. 1996
Zoning Map	Adopted June 2000
Chapter 67, Sec. 70 Fee Schedule	Adopted Aug. 2002

D. OTHER REPORTS

Center Designation Report - Oct. 1993

August 2, 2004

The Honorable

Dear Mayor ____:

Salem County has commenced Round III of State Plan Cross Acceptance, the process of comparing statewide planning policies to local plans and initiatives. Many of you are familiar with Cross Acceptance, as Salem County has completed two rounds, with the most recent round completed in 2001.

We are requesting your participation in providing information regarding master plans, land use ordinances and related information. In addition, we are requesting your comments regarding the new data layers provided by the state agencies containing environmental, agricultural and transportation information. The state data has been depicted in several maps, which are available through the state website. For your convenience, we have enclosed a CD containing the informational mapping at the Salem County level. Please review this information and let us know your questions or comments.

Please schedule time at your _____ planning board meeting to review this process in greater detail. I will make a 15 to 20 minute presentation and will follow with any comments or questions from attendees. To expedite the process, I have provided a list of questions for your municipality, which I ask that you complete by September 30th. These are the questions I would like to review at the meeting to obtain information on future development in your municipality and your use of the State Plan. Please feel free to call me if you wish to review these questions or the enclosed materials in advance of the meeting. I encourage you to invite members of the municipal governing body, committees, commissions or authorities to participate in this meeting.

Finally, we will request that you provide your comments in writing and appoint a municipal representative to work with the Salem County Planning Board through cross-acceptance.

Thank you for your time and attention. I look forward to working with you.

Sincerely,

Ron Rukenstein, PP, AICP

Enclosure

cc: Planning Board Chair

Clerk

CROSS-ACCEPTANCE QUESTIONNAIRE
FOR THE

(Name of Municipality)

Municipal Representative for Cross-Acceptance

PART I SMART GROWTH INITIATIVES

1. a. Will your municipality be applying for Plan Endorsement by the State Planning Commission within the next three years? (Circle one)

Yes No Maybe

1. b. If “Yes”, would you be creating or delineating one or more centers within your municipality?
(Circle one)

Yes No Maybe

2. Has the planning board amended or will the planning board amend your municipality’s master plan to be consistent with the State Plan? (Circle one)

Yes No

If “Yes,” please provide examples or a brief description of the changes or proposed changes below.

If “No,” please explain why.

3. Has the governing body adopted or will the governing body adopt amendments to your municipality’s zoning ordinance and/or map to be consistent with the State Plan? (Circle one) Yes No

If “Yes,” please provide a brief description of the changes below.

If “No,” please explain why.

PART II CHANGES TO THE 2004 PRELIMINARY STATE PLAN MAP

1. Please list any proposed changes that your municipality would like to have made to the State Plan Statewide Goals, Strategies and Policies.

2. Please list any proposed changes to the description, delineation criteria, intent, policy objectives, and/or implementation strategy of any planning area. Include any proposed changes to the description or delineation of centers and/or environs.

3. Please mark any proposed changes to the delineation of Planning Areas, Critical Environmental Sites (CES) or Historic and Cultural Sites (HCS) on the 2004 State Plan map (see enclosed CD).

4. If your municipality is proposing changes to the State Plan Map, please provide an explanation for the changes on a separate piece of paper.

5. Please list any conflicts or inaccuracies that you found with the State Information Layers.

PART III CONTACT INFORMATION

Please complete the following information in the event we have questions concerning the information that you have provided.

Name of person completing the Cross-Acceptance Form:

Title: _____

Mailing Address: _____

Telephone: (_____) _____ Best time to call:

Fax: (_____) _____

E-mail: _____

Communication preference: Regular Mail Telephone Fax E-mail

To ensure that municipal officials in the planning process have reviewed this form with the information that you have provided, please have the Mayor, Governing Body President, and Planning Board Chair sign and date in the spaces provided below.

We, the undersigned, hereby acknowledge that the information provided in this form has been reviewed by the Mayor, the Governing Body President (if applicable) and the Planning board.

Mayor

Planning Board Chair

Date

Date

Municipal Questionnaire for Salem County Planning Purposes

**(This Questionnaire is not required for Cross-Acceptance,
but will assist us in preparing county plans.)**

1. What is your vision for your municipality in the next five to ten years? What steps are you taking to implement your vision? Is your vision described in any planning documents?
2. What are the top three planning issues facing your municipality?
3. What planning projects is your municipality currently working on?
4. Please explain how your municipality takes a comprehensive approach to preparing your Master Plan and other plans.
5. Please explain how your municipality's planning efforts take into account current and planned infrastructure capacity.
6. Please explain how you involve the public in your planning process.
7. Please explain how your municipality participates in regional planning efforts such as Smart Growth Regional Development Plans, regional environmental planning, transportation planning or economic development.
8. How does your municipality address transportation issues such as roadway maintenance, circulation, pedestrian areas and bike trails, etc.?
9. Is your municipality considering a transfer of development rights program? If so, for what purpose?
10. How does your municipality intend to implement the requirements of the new Stormwater Management Rules?

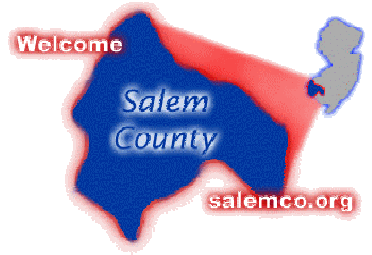
11. Please explain how your municipality preserves and protects its natural resources such as wetlands, woodlands, prime farmland, beaches, steep slopes and stream corridors: What preservation measures are found in your zoning ordinance?
12. Please describe any commercial or residential revitalization efforts taking place in your municipality?
13. How does your municipality encourage development and redevelopment that contributes to well-designed, mixed-use communities?
14. Please explain how your municipality has introduced new design concepts to improve the appearance and functioning of existing residential and non-residential developments. Some of these concepts include creating innovative design standards for major corridors, providing pedestrian and bicycle connections to residential and commercial areas, linking adjacent shopping centers and allowing a mix of uses to reduce vehicular trips.
15. For those municipalities that have been designated centers by the State Planning Commission, please explain how you have carried out the required tasks listed in your Planning Implementation Agenda.
16. Please explain what your municipality can do to reach a higher degree of consistency with County and State Plans. Please describe any zoning or Master Plan changes you are contemplating to be more consistent with your municipal Planning Area designations.
17. How can State Agencies better serve your municipality?
18. How can our county assist you with your planning efforts?

The following letter was sent to all Municipal Cross-Acceptance Representatives (list is included as part of the Appendix). Hard copies of individual letters are available upon request.

Salem County Planning Board

94 MARKET STREET · SALEM, NEW JERSEY 08079

856-935-7510, Ext. 8413
Fax: 856-935-3830



John Willadsen, Chairman

Ron Rukenstein, Director

November 17, 2004

Planning Board Chair and Mayor

Dear :

I am writing to you as the Cross-Acceptance Representative. Enclosed please find a copy of the Cross-Acceptance Report for Municipality. Please review this draft report. We invite and welcome your comments. Please note that Salem County will submit a draft report to the State Planning Commission by November 30th and the final report on December 15th.

Comments must be received by Tuesday, December 7, 2004 to be included in the final Cross-Acceptance Report. Comments may be sent by mail, e-mail or fax to the following address: Ron Rukenstein, Planning Director, Salem County, 94 Market Street, Salem, NJ 08079, e-mail ron@rukenstein.com, fax 856-935-3830.

You will also find attached a sample notice of participation for municipalities. We request your Governing Body review and adopt this resolution.

In addition to your comments on the Municipal Report, we welcome your comments on the County Report. The Salem County Planning Board will hold a public hearing on **Thursday, December 2, 2004 at 7:00 pm** in the Salem County Freeholder Meeting Room located on the 1st floor of the Courthouse, 92 Market Street in Salem City. The purpose of the hearing is to provide the public with an opportunity to comment on the **County's Draft Cross-Acceptance Report**. The Draft Cross-Acceptance report will be available for public review on November 24, on the Salem County website at www.salemco.org. The public hearing on the **Salem County Final Cross-Acceptance Report** will be held at the regularly scheduled Freeholder meeting on **Wednesday, December 15, 2004 at 7:30 pm**.

Thank you for your participation in this process.

Sincerely,

Ron Rukenstein, PP/AICP

The following letter was sent to all Municipal Cross-Acceptance Advisors (list is included as part of the Appendix). Hard copies of individual letters are available upon request.

Salem County Planning Board

94 MARKET STREET · SALEM, NEW JERSEY 08079

856-935-7510, Ext. 8413
Fax: 856-935-3830



John Willadsen, Chairman

Ron Rukenstein, Director

November 19, 2004

Advisor

Dear :

I am writing to you as a Public Advisor for the Salem County Cross-Acceptance process. Enclosed please find a copy of the draft of the Cross-Acceptance Report for Salem County. Please review this draft report. We invite and welcome your comments. Please note that Salem County will submit a draft report to the State Planning Commission by November 30th and the final report on December 15th.

Comments must be received by Tuesday, December 7, 2004 to be included in the final Cross-Acceptance Report. Comments may be sent by mail, e-mail or fax to the following address: Ron Rukenstein, Planning Director, Salem County, 94 Market Street, Salem, NJ 08079, e-mail ron@rukenstein.com, fax 856-935-3830.

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Thank you for your participation in this process.

Sincerely,

Ron Rukenstein, PP/AICP